

Illinois U Library

COPY 1

# The BULLETIN OF THE BEAUX-ARTS INSTITUTE OF DESIGN

## CORRESPONDING MEMBER SCHOOLS

SCHOOL YEAR 1950-1951

CATHOLIC UNIVERSITY OF AMERICA  
CLEMSON AGRICULTURAL COLLEGE  
DELEHANTY INSTITUTE, NEW YORK  
GEORGIA INSTITUTE OF TECHNOLOGY  
ILLINOIS INSTITUTE OF TECHNOLOGY  
INSTITUTE OF DESIGN AND CONSTRUCTION  
KANSAS STATE COLLEGE OF AGRICULTURE AND  
APPLIED SCIENCE  
NORTH CAROLINA STATE COLLEGE  
OHIO STATE UNIVERSITY  
OHIO UNIVERSITY  
OKLAHOMA AGRICULTURAL AND MECHANICAL COLLEGE  
PENNSYLVANIA STATE COLLEGE  
PRINCETON UNIVERSITY  
RICE INSTITUTE  
SYRACUSE UNIVERSITY  
TEXAS TECHNOLOGICAL COLLEGE  
UNIVERSITY OF ILLINOIS, URBANA  
UNIVERSITY OF ILLINOIS, NAVY PIER, CHICAGO  
UNIVERSITY OF KENTUCKY  
UNIVERSITY OF NEBRASKA  
UNIVERSITY OF NEW MEXICO  
UNIVERSITY OF NOTRE DAME  
UNIVERSITY OF PENNSYLVANIA  
UNIVERSITY OF VIRGINIA  
WASHINGTON UNIVERSITY, ST. LOUIS  
WESTERN RESERVE UNIVERSITY, CLEVELAND  
UNIVERSITY OF MANITOBA, CANADA  
ECOLE DES BEAUX ARTS DE MONTREAL, CANADA

## DEPARTMENT OF ARCHITECTURE

AMERICAN INSTITUTE OF ARCHITECTS  
AMERICAN INSTITUTE OF DECORATORS  
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS  
SOCIETY OF MURAL PAINTERS  
SOCIETE DES ARCHITECTES DIPLOMES P.G.F.  
NATIONAL SCULPTURE SOCIETY

## SOCIETIES COOPERATING





THE BULLETIN OF THE  
BEAUX-ARTS INSTITUTE OF DESIGN  
MAY 1951 VOL. XXVII NUMBER THREE SCHOOL YEAR 1950-1951

CONTENTS

ARCHITECTURE

MARCH 6, 1951	A SETTING FOR THE OLYMPIC GAMES - <u>WHITNEY WARREN PRIZE</u> CLASS A AND B	PAGE 31
APRIL 19, 1951	PROMENADE DECK OF CRUISE SHIP CLASS A PROBLEM III	PAGE 33
	AN ARCHITECT'S OFFICE - <u>HIRONS PRIZE</u> CLASS C PROBLEM III	PAGE 36
APRIL 24, 1951	A WAREHOUSE FOR A DEPARTMENT STORE - <u>ARCHITECTURAL FORUM PRIZE (MAGAZINE OF BUILDING)</u> CLASS B PROBLEM III	PAGE 39
	A LAMP POST FOR A FINE AVENUE CLASS B SKETCH III	PAGE 42
	ENTRANCE TO A VEHICULAR TUNNEL CLASS A SKETCH III	PAGE 43

PAGES IN THIS ISSUE #31 - 44

REPRODUCTIONS OF DESIGNS IN THIS ISSUE #41 - 63 (TOTAL OF 20 PLATES)

---

THE REPORTS OF THE JURY IN THE BULLETIN ARE PRESENTED AS AN UNOFFICIAL  
OPINION BY A MEMBER OF THE JURY DELEGATED FOR THIS PURPOSE, AND SHOULD NOT  
BE INTERPRETED AS THE COLLECTIVE OPINION OF THE JURY.

THE BULLETIN IS ISSUED BY THE BEAUX-ARTS INSTITUTE OF DESIGN, 115 EAST 40TH  
STREET, NEW YORK 16, N. Y. THE SUBSCRIPTION RATE TO THE BULLETIN WITHOUT  
REPRODUCTIONS IS \$2.00 FOR THE SCHOOL YEAR AND WITH REPRODUCTIONS \$25.00  
FOR THE SCHOOL YEAR. SUBSCRIPTIONS FOR THE BULLETIN WITH REPRODUCTIONS MUST  
BE ENTERED BEFORE THE FIRST JUDGMENT OF THE SCHOOL YEAR, AFTER THAT DATE  
SUBSCRIBERS MUST PAY IN ADDITION, 30 CENTS FOR EACH PLATE THAT HAS BEEN  
ISSUED PRIOR TO PLACING HIS SUBSCRIPTION. SINGLE REPRODUCTIONS OF THE  
CURRENT SCHOOL YEAR'S WORK MAY BE PURCHASED AT 30 CENTS A PRINT; REPORTS  
OF PROBLEMS AT 15 CENTS EACH. FOREIGN POSTAGE TO OTHER COUNTRIES \$1.00.

SUBSCRIBERS ARE REQUESTED TO GIVE NOTICE IMMEDIATELY OF ANY CHANGE OF ADDRESS





# beaux-arts institute of design

115 East 40th Street, New York 16, N. Y.

## whitney warren prizes

exercise—February 9 to 13, 1951

judgment—March 6 or 8, 1951

registration fee for problem \$2.00

## a setting for the olympic games

**FRANK G. LOPEZ**, the author, studied architecture at Cornell University, after which he worked in numerous offices. Taught Theory of Architecture at Columbia University, 1945-48. Art Director, Technical Staff, American Architect (1935-37); Associate Editor, Architectural Record (1937-42); Technical Editor and later Managing Editor, Pencil Points (Progressive Architecture) (1942-49). At present, Senior Associate Editor, Architectural Record.

### Location

A large city in the U. S. A., center of an extensive metropolitan area, has been designated as the location for the next Olympic Games. Reasons for its selection are its temperate climate, an appropriate available site and existing transportation facilities.

The city is surrounded, to the south, with a large tract of hilly, undeveloped land, which the Planning Commission regards as a permanent greenbelt. The land is well watered, the principal stream being a good-sized river navigable by small excursion boats though not by vessels of any great draft. Rapid transit rail facilities have been extended across the greenbelt to rapidly growing suburbs farther south. From the south also comes a 6-lane divided highway. From the east comes the main line of a transcontinental railroad. The city airport is a few miles to the west.

At a point in the greenbelt area, of comparatively level land, several of these facilities converge. The general location selected for the Olympic Games is shown on the attached map. The specific area to be used is left to the discretion of the designer. Both the excellent transportation and the great natural beauty of the site are to be exploited in developing the plan.

### Transportation and Circulation

In addition to a large number of athletes and Olympic personnel, several thousand spectators come to the Games from all over the world, most of them arriving at the site each day within a period of 30 to 60 minutes and, after the contests, wishing to leave as quickly as possible. The city expects to use the site, after the Games, as a permanent municipal sports center. A corporation, formed by the city to build the facilities, has obtained from the managements of the transcontinental railroad and the municipally-owned rapid transit system an agreement to build a joint station, at the Olympic Games site. This station would facilitate eventual interchange of passenger traffic between the two lines, ensuring its permanent usefulness.

The Corporation has also secured the consent both of the State Highway Commission to make changes in highway access; to increase its width, raise or depress

the roadway, to build bridges and overpasses, pedestrian underpasses; and of the River Development Authority to construct a boat basin and docking facilities, etc. This construction is not to be undertaken solely to enhance the Olympic Games; it must also have continuing usefulness.

### Number of Spectators, Participants, Personnel

In order for the Olympic Committee to break even financially, and for the municipal corporation to recoup enough of the cost of construction, the Games have to attract a vast number of *spectators*, most of whom will wish to witness the main event on any given day. Expected average and maximum attendance are:

	Main Event	Secondary Events	Expected Totals
Average .....	90,000	30,000	120,000
Peak Day .....	150,000	50,000	200,000

In addition, there will be approximately 850 *participants* and 600 *Olympic personnel* (for administration and service) whose facilities are described in detail under "Required Elements."

Spectators are expected to arrive in the following ways (percentages indicate approximate number expected by each means):

1. By highway (auto, bus, taxi)—50%
2. By rail (train or rapid transit)—45%
3. By water (excursion boat or private craft)—5%

Spectators will be coming from the city itself and from surrounding communities. Most of those from distant regions will undoubtedly land at the municipal airport. Directness of access from transportation facilities to particular sports events, clarity of circulation, ample width of concourses and walkways, ease of purchasing tickets, etc., are all essential.

### Required Elements

Since this is a problem in the broad aspects of preliminary site planning and circulation rather than in the detailed design of buildings, emphasis is more on building disposition, arrangement of parking areas, and ease of access, etc., than upon accurate dimensioning of the building themselves. However, when dimensions have a direct effect upon circulation, as in width of walks, concourses, vomitories and ramps, distances between lockers and playing fields or between reception suite and podium, the actual dimensions are to be carefully studied. Required structures and facilities are:



**Rest Rooms:** Each structure shall have at least two rest rooms, one for women and one for men, each with lounge and toilets. The larger structures shall have such units in the ratio of one women's and one men's rest room per 20,000 (maximum) spectators.

**Infirmiry:** This is a sick bay for temporary treatment, not in any sense a hospital. It will be staffed by three doctors and six nurses, who work in shifts so that the infirmiry will have qualified personnel in attendance 24 hours a day. It will have an examining room, two treatment rooms, doctor's office, nurse's station combined with a small dispensary, a small diet kitchen and 20 beds.

**Service Structures:**

**Garage** for storing 20 cars, with washing and minor repair space, auto service facilities for Olympic cars and trucks, etc. (not for public).

**Motor Equipment Garage**, for 20 trucks, jeeps, and other heavy motorized equipment.

**Tool Rooms and Sports Equipment Rooms** directly accessible from all playing fields, arenas, etc.

**Stable** for 60 to 80 horses, with grooms' quarters attached, for mounts of the horsemanship and polo teams.

**Police and Fire Station.**

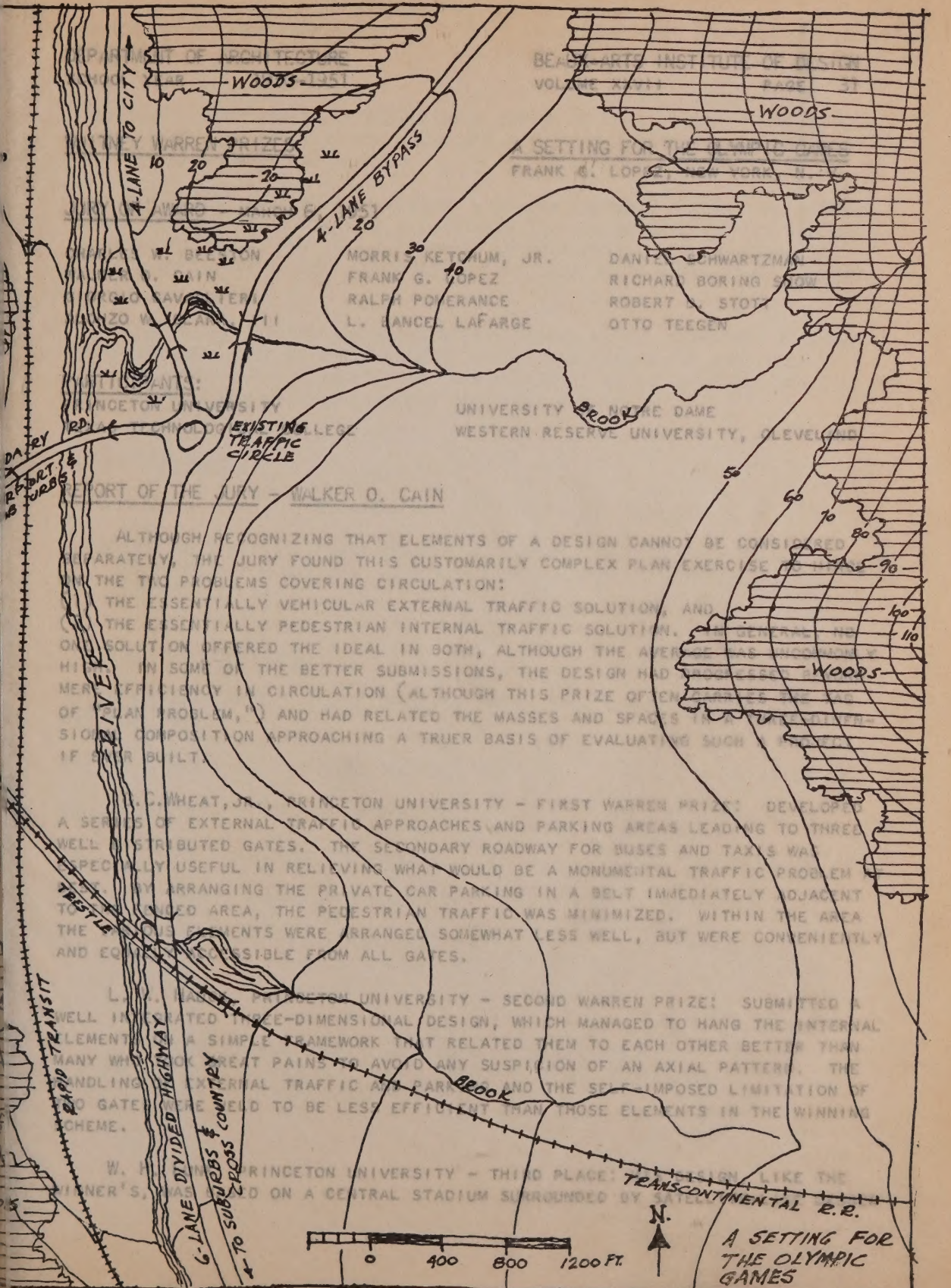
**REQUIRED: (Sheet size 31" x 40")**

1. Site Diagram at the scale of the attached map showing fenced area in outline only, and locating all gates, R. R. Station, boat docks and piers, outside parking fields, and their approaches.
2. Plan of fenced area at the scale of 1" equals 200'0" showing location of all buildings, drives, walks, bridges, fields, and structures required within the fenced area, in block form, clearly identified by name (not by number or letter key).
3. Section at scale of 1" equals 100'0", through Main Stadium, processional avenue, and main entrance to grounds, showing podium or Tribune of Honor. This section shall also show in a general fashion how spectators ascend to various levels of the stadium and what use is made of spaces under deck or decks.

**Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.**

(See map on page 5)











WHITNEY WARREN PRIZES

A SETTING FOR THE OLYMPIC GAMES  
FRANK G. LOPEZ, NEW YORK, N. Y.

JURY OF AWARD - MARCH 6, 1951

CHARLES W. BEESTON  
WALKER O. CAIN  
GIORGIO CAVAGLIERI  
ALONZO W. CLARK, III

MORRIS KETCHUM, JR.  
FRANK G. LOPEZ  
RALPH POMERANCE  
L. BANCEL LAFARGE

DANIEL SCHWARTZMAN  
RICHARD BORING SNOW  
ROBERT D. STOTT  
OTTO TEEGEN

PARTICIPANTS:

PRINCETON UNIVERSITY  
TEXAS TECHNOLOGICAL COLLEGE

UNIVERSITY OF NOTRE DAME  
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - WALKER O. CAIN

ALTHOUGH RECOGNIZING THAT ELEMENTS OF A DESIGN CANNOT BE CONSIDERED SEPARATELY, THE JURY FOUND THIS CUSTOMARILY COMPLEX PLAN EXERCISE TO HINGE ON THE TWO PROBLEMS COVERING CIRCULATION:

- (1) THE ESSENTIALLY VEHICULAR EXTERNAL TRAFFIC SOLUTION, AND
- (2) THE ESSENTIALLY PEDESTRIAN INTERNAL TRAFFIC SOLUTION. IN GENERAL, NO ONE SOLUTION OFFERED THE IDEAL IN BOTH, ALTHOUGH THE AVERAGE WAS UNCOMMONLY HIGH. IN SOME OF THE BETTER SUBMISSIONS, THE DESIGN HAD PROGRESSED BEYOND MERE EFFICIENCY IN CIRCULATION (ALTHOUGH THIS PRIZE OFTEN CARRIES THE TAG OF "PLAN PROBLEM,") AND HAD RELATED THE MASSES AND SPACES IN A THREE-DIMENSIONAL COMPOSITION APPROACHING A TRUER BASIS OF EVALUATING SUCH A PROJECT IF EVER BUILT.

G.C. WHEAT, JR., PRINCETON UNIVERSITY - FIRST WARREN PRIZE: DEVELOPED A SERIES OF EXTERNAL TRAFFIC APPROACHES AND PARKING AREAS LEADING TO THREE WELL DISTRIBUTED GATES. THE SECONDARY ROADWAY FOR BUSES AND TAXIS WAS ESPECIALLY USEFUL IN RELIEVING WHAT WOULD BE A MONUMENTAL TRAFFIC PROBLEM AT BEST. BY ARRANGING THE PRIVATE CAR PARKING IN A BELT IMMEDIATELY ADJACENT TO THE FENCED AREA, THE PEDESTRIAN TRAFFIC WAS MINIMIZED. WITHIN THE AREA THE VARIOUS ELEMENTS WERE ARRANGED SOMEWHAT LESS WELL, BUT WERE CONVENIENTLY AND EQUALLY ACCESSIBLE FROM ALL GATES.

L. W. HAUCK, PRINCETON UNIVERSITY - SECOND WARREN PRIZE: SUBMITTED A WELL INTEGRATED THREE-DIMENSIONAL DESIGN, WHICH MANAGED TO HANG THE INTERNAL ELEMENTS ON A SIMPLE FRAMEWORK THAT RELATED THEM TO EACH OTHER BETTER THAN MANY WHO TOOK GREAT PAINS TO AVOID ANY SUSPICION OF AN AXIAL PATTERN. THE HANDLING OF EXTERNAL TRAFFIC AND PARKING AND THE SELF-IMPOSED LIMITATION OF TWO GATES WERE HELD TO BE LESS EFFICIENT THAN THOSE ELEMENTS IN THE WINNING SCHEME.

W. H. FUNK, PRINCETON UNIVERSITY - THIRD PLACE: HIS DESIGN, LIKE THE WINNER'S, WAS BASED ON A CENTRAL STADIUM SURROUNDED BY SATELLITE-LIKE LESSER







STRUCTURES, WITH THE WHOLE COMPOSITION SERVED BY THREE GATES. THE VARIOUS CIRCULATION PROBLEMS WERE WELL-HANDLED, EVEN TO THE BRIDGE CONNECTING THE RESIDENCE AREA WITH THE STADIUM.

W.H.SHORT, PRINCETON UNIVERSITY - PLACED FOURTH: ENTRY WAS EXTREMELY SIMPLE IN CONCEPTION - A SINGLE LANE WITH STADIUM ON ONE SIDE AND ALL OTHER ELEMENTS ON THE OTHER. IF IT CRAMPED THE AREA WEST OF THE STADIUM, IT MANAGED AN EASILY GRASPED COMPOSITION FOR JUROR AND OLYMPIC GAMES VISITOR ALIKE.

P.HOLT, III, PRINCETON UNIVERSITY - PLACED FIFTH: SUBMITTED A DESIGN OF THE GENERAL TYPE OF THE WINNER'S, BUT WITH ELEMENTS FAR MORE WIDELY SEPARATED THAN MOST, PERHAPS MORE THAN WARRANTED BY EVEN OLYMPIC-SIZED CROWDS. BOTH INTERNAL AND EXTERNAL TRAFFIC WERE WELL HANDLED.

SUMMARY OF AWARDS:

5 PLACES

2 PRIZES

55 TOTAL SUBMITTED

PRINCETON UNIVERSITY: FIRST PRIZE- G.C.WHEAT, JR.. SECOND PRIZE -L.W.HAUCK.  
THIRD PLACE- W.H.FUNK; FOURTH PLACE- W.H.SHORT; FIFTH PLACE -  
P.HOLT, III.

INDEX OF REPRODUCTIONS:

WHITNEY WARREN PRIZES - A SETTING FOR THE OLYMPIC GAMES  
MARCH 6, 1951

41.	G.C.WHEAT, JR., PRINCETON UNIVERSITY	FIRST PRIZE
42.	L.W.HAUCK, PRINCETON UNIVERSITY	SECOND PRIZE
43.	W.H.FUNK, PRINCETON UNIVERSITY	THIRD PLACE
44.	W.H. SHORT, PRINCETON UNIVERSITY	FOURTH PLACE
45.	P.HOLT, III, PRINCETON UNIVERSITY	FIFTH PLACE

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR  
AVAILABLE AT 30 CENTS A PRINT: REPORTS AT 15 CENTS EACH.  
REMITTANCE MUST ACCOMPANY ORDER.







department of architecture: 1950-1951 fifty-eighth school year

class

**A***exercise any 5 consecutive weeks between**january 29 and march 26, 1951**judgment on or about week of april 16, 1951*

problem

**3****promenade deck of cruise ship**

**HENRY DREYFUSS**, New York, N. Y., after graduation from the Ethical Culture Fine Arts High School in 1922, studied theatrical design under Norman Bel Geddes. An early debut in the world of the theatre, designing stage settings for the Strand Theatre led to a distinguished career as a stage designer. In 1929 he launched his career in the profession of industrial design. His work in this field is almost too well known to require summary. It has included product design in many fields, airplane and steamship design, the interior of the Perisphere for the New York World's Fair 1939 and vital military work during World War II. He was an organizer, and is a past president of the Society of Industrial Designers. He has written and lectured extensively on industrial design.

**WILFRED W. FAULKES**, graduated from the College of Architecture, Cornell University in 1917. After Army service in World War I he went with the architectural firm of Clinton and Russell, New York. He became a partner in 1935. In 1942 the firm was dissolved and he went to Vermont to live and practice architecture. In 1945 he became associated with Henry Dreyfuss in charge of the American Export Lines ship building program which has included the new "four aces" of the Excalibur class and the two 26,000 ton liners Independence and Constitution which will be completed early in 1951.

A prominent steamship company has decided to build a ship for passenger service with special emphasis on its use for cruises of varying lengths to warm climates. It has engaged the services of a naval architect and has determined the general characteristics of the vessel. She will be about 680 ft. overall, 86 ft. beam and will accommodate a maximum of about 500 passengers in one class for a cruise.

The passengers will come from all sections of the country and abroad and from all walks of life and degrees of culture and wealth. They come with the common desire for a memorable cruise, and the steamship company wants to entertain them well in pleasant, comfortable and even luxurious surroundings. To do this it must provide a variety of public rooms to suit the varying moods of the people.

The company has decided to engage an "interior Design Agent" and to bring him into the picture early enough to collaborate fully with the naval architect so that he will be able to contribute more than mere decora-

tion of existing rooms. His duties will be to design the interiors and furnishings of all spaces used by the passengers and will include the interior architecture, furniture, floor covering, curtains, lighting, etc., and selection of works of art such as murals, pictures and sculpture suitable for the rooms. He may suggest to the naval architect limited changes in plan and structure to help his conception of the interior treatment.

The subject of this program is the Promenade deck, the elements of which are indicated schematically on the accompanying diagram.

The designer learns from the naval architect that the backbone of the ship is the system of longitudinal girders shown on the diagram. These may not be moved or changed materially. The ribs of the ship are called frames and are spaced 3 feet on center. These frame lines are numbered to assist in locating positions on the plans. Deck beams are placed on frame lines. The deck in which we are interested being above the weather deck, it is possible to omit a limited number of the frames in the outer bulkheads to permit special window spacing if necessary.

The interior vertical supports from deck to deck are called stanchions and are indicated on the naval architect's preliminary plan. These stanchions may be moved fore and aft along the girder lines a few frames but the distance between them should not be increased more than a very limited amount as the girder depths will increase accordingly. Additional stanchions may be added.

All major transverse bulkheads (partitions) should be on frame lines. All structural materials should be fire-proof. Bulkheads will be made of steel members and sheathed with metal or an asbestos and cement board. Except in enclosed stairs, bulkheads may be covered with thin wood veneer if desired. A small amount of solid wood may be used for mouldings, etc.

As weight is an important factor, the use of stone, marble and tile should be restricted. The rolling and pitching of the ship at sea discourages the use of open fires, fountains and sharp corners.

All rooms will be air-conditioned so ample space must be provided for ducts both vertical and horizontal. The outer port and starboard bulkheads should be considered as fixed, but the length of the house and the shape of its

exercise may 2 consecutive weeks between  
January 29 and March 26, 1951  
judgment on or about week of April 16, 1951

## promenade deck of cruise ship

tion of existing rooms. His duties will be to design the interiors and furnishings of all spaces used by the passengers and will include the interior architecture, furniture, floor covering, curtains, lighting, etc., and selection of works of art such as murals, pictures and sculpture suitable for the rooms. He may suggest to the naval architect limited changes in plan and structure to help his conception of the interior treatment.

The subject of this program is the Promenade deck, the elements of which are indicated schematically on the accompanying diagram.

The designer learns from the naval architect that the backbone of the ship is the system of longitudinal girders shown on the diagram. These may not be moved or changed materially. The ribs of the ship are called frames and are spaced 3 feet on center. These frame lines are numbered to assist in locating positions on the plan. Deck beams are placed on frame lines. The deck in which possible to omit a limited number of the frames in the outer bulkheads to permit special window spacing if necessary.

The interior vertical supports from deck to deck are called stanchions and are indicated on the naval architect's preliminary plan. These stanchions may be moved fore and aft along the girder lines a few frames but the distance between them should not be increased more than a very limited amount as the girder depths will increase accordingly. Additional stanchions may be added.

All major transverse bulkheads (partitions) should be on frame lines. All structural materials should be fireproof. Bulkheads will be made of steel members and sheathed with metal or an asbestos and cement board. Except in enclosed stairs, bulkheads may be covered with thin wood veneer if desired. A small amount of solid wood may be used for mouldings, etc.

As weight is an important factor, the use of stone, marble and tile should be restricted. The rolling and pitching of the ship at sea discourages the use of open fires, fountains and sharp corners.

All rooms will be air-conditioned so ample space must be provided for ducts both vertical and horizontal. The outer port and starboard bulkheads should be considered as fixed, but the length of the house and the shape of its

HENRY DREYFUS, New York, N. Y., after graduation from the Ethical Culture Fine Arts High School in 1925, studied theatrical design under Norman Bel Geddes. An early debut in the world of the theatre, design-ing stage settings for the Strand Theatre led to a distinguished career as a stage designer. In 1929 he launched his career in the profession of industrial design. His work in this field is almost too well known to require summary. It has included product design in many fields, airplane and steamship design, the interior of the Persphere for the New York World's Fair 1939 and vital military work during World War II. He was an organizer, and is a past president of the Society of Industrial Designers. He has written and lectured extensively on industrial design.

WILFRED W. FAULK, graduated from the College of Architecture, Cornell University in 1917. After Army service in World War I he went with the architectural firm of Clinton and Russell, New York. He became a partner in 1925. In 1928 the firm was dissolved and he went to Vermont to live and practice architecture. In 1945 he became associated with Henry Dreyfus in charge of the American Export Lines ship building program which has included the new "four Aces" of the Excalibur class and the two 26,000 ton liners Independence and Constitution which will be completed early in 1951.

A prominent steamship company has decided to build a ship for passenger service with special emphasis on its use for cruises of varying lengths to warm climates. It has engaged the services of a naval architect and has determined the general characteristics of the vessel. She will be about 680 ft. overall, 86 ft. beam and will accommodate a maximum of about 500 passengers in one class for a cruise.

The passengers will come from all sections of the country and abroad and from all walks of life and degrees of culture and wealth. They come with the company for a memorable cruise, and the steamship company wants to entertain them well in pleasant, comfortable and even luxurious surroundings. To do this it must provide a variety of public rooms to suit the varying moods of the people.

The company has decided to engage an "interior Design Agent," and to bring him into the picture early enough to collaborate fully with the naval architect so that he will be able to contribute more than mere decorations.

A

class

3

problem



1561-1562 1563-1564 1565-1566 1567-1568 1569-1570 1571-1572 1573-1574 1575-1576 1577-1578 1579-1580 1581-1582 1583-1584 1585-1586 1587-1588 1589-1590 1591-1592 1593-1594 1595-1596 1597-1598 1599-1600

fore and aft ends may be varied within reason. An enclosed promenade is desirable around at least part of the deck to provide an exercising and sitting place for passengers in bad weather. Due to variable conditions of wind and weather under way, the fore deck is not used for passengers. The line desired as far as an approach to the problem as possible and has kept its restriction of space allotment to a minimum. There are other public rooms on other decks so it is not necessary to provide space for all 500 passengers at one time on the promenade deck.

The line feels that the following spaces should be included:

1. A lounge providing a good outlook where passengers may have a dignified place to read, converse, play cards, etc. in a quieter atmosphere than the smoking room. The ship's orchestra will play here after dinner.
2. A library and writing room should provide ample space for writing and accommodations for a library of about a thousand books.
3. A smoking room and bar. An orchestra will play for dancing here in the afternoon and evening. There should be places for 20-30 at the bar itself. With stations for two bartenders, space for dancing and groups of tables, chairs and sofas. Service will be from here to the tables and the deck around the pool. A storeroom of about 200 sq. ft. should be convenient to the bar.
4. A swimming pool of about 450 sq. ft., located between the girdelets, should be provided on the open after deck. A walkway 4 feet wide is required around the pool and a railing is desirable. Ample space for deck chairs and tables should be provided. This will be a place for sunbathing and outdoor dancing. Some sort of protection from strong winds will be needed at times. Outdoor games will be played on another deck.
5. A convenient party of about 200 sq. ft. for service of morning bouillon, afternoon tea, as well as other light refreshments should be provided. A service elevator and main stair will connect it with the galley three decks below.

Mandatory requirements and regulations governing this problem are stated in the Circular of the Department of Architecture for the School Year 1950-1951. A copy will be sent to you.

(See diagram on 3rd page)



1. Plan of entire Promenade Deck at the scale of 1/8" to the foot.
  2. Plan of house showing furniture arranged at the scale of 1/8" to the foot.
  3. Two or more elevations of the lounge smoking room at the scale of 1/4" to the perspective.
  4. Drawing of one of two pieces of furniture decorative feature. This is optional.
- REQUIRED: (Sheet size 31" x 40")
- a) A room for private parties.
  - a) A small chapel for all faiths; but may be included if space permits.
  10. The following rooms are not required or from the deck for the stewards use.
  9. A total area of about 150 sq. ft. of deck for the storage of steamer rugs, pillows should be arranged in convenient location.
  8. Adequate and convenient toilet facilities and women.
  7. An uptake, which is a shaft from the engine room enclosing smoke exhausts piping etc., of about 1,000 sq. ft. is required can be divided into two separated shafts ft. each if desired. The uptakes may be and aft but may not go forward of frame #140. If desired, the ceiling in an area of not more than 1500 sq. ft. raised to a height of not more than 8 feet cutting between the longitudinal girder.
  6. Two main stairways, tread 4 feet wide, handrails 2 feet wide and two passages should be provided. These stairways should be closed and be so located that they can be used for passengers. The line desired as far as an approach to the problem as possible and has kept its restriction of space allotment to a minimum. There are other public rooms on other decks so it is not necessary to provide space for all 500 passengers at one time on the promenade deck.

Mandatory requirements and regulations governing this problem are stated in the Circular of the Department of Architecture for the School Year 1950-1951. A copy will be sent to you.

fore and aft ends may be varied within reason. An enclosed promenade is desirable around at least part of the deck to provide an exercising and sitting place for passengers in bad weather. Due to variable conditions of wind and weather under way, the fore deck is not used for passengers. The line desires as fresh an approach to the problem as possible and has kept its restrictions of space allotment to a minimum. There are other public rooms on other decks so it is not necessary to provide space for all 500 passengers at one time on the promenade deck.

The Line feels that the following spaces should be included:

1. A lounge providing a good outlook where passengers may have a dignified place to read, converse, play cards, etc., in a quieter atmosphere than the smoking room. The ship's orchestra will play here after dinner.
2. A library and writing room should provide ample space for writing and accommodations for a library of about a thousand books.
3. A smoking room and bar. An orchestra will play for dancing here in the afternoon and evening. There should be places for 20-30 at the bar itself, with stations for two bartenders, space for dancing, and groups of tables, chairs and sofas. Service will be from here to the tables and the deck around the pool. A storeroom of about 200 sq. ft. should be convenient to the bar.
4. A swimming pool of about 450 sq. ft., located between the girders, should be provided on the open after deck. A walkway 4 feet wide is required around the pool and a railing is desirable. Ample space for deck chairs and tables should be provided. This will be a place for sunbathing and outdoor dancing. Some sort of protection from strong winds will be needed at times. Outdoor games will be played on another deck.
5. A convenient pantry of about 200 sq. ft. for service of morning bouillon, afternoon tea, as well as other light refreshments should be provided. A service elevator and small stair will connect it with the galley three decks below.

6. Two main stairways, treads 4 feet wide, dary stairs 2 feet wide and two passenger should be provided. These stairways must be closed and be so located that they can run on all decks and provide access to various parts of the house on the promenade deck. Other openings leading up or down one deck may be used for architectural effect. Outside access to the deck is needed.

7. An uptake, which is a shaft from the engine room enclosing smoke exhausts, piping etc., of about 1,000 sq. ft. is required. It can be divided into two separated shafts of 500 sq. ft. each if desired. The uptakes may be run fore and aft but may not go forward of frame #140. If desired, the ceiling of the house, in an area of not more than 1500 sq. ft. curring between the longitudinal girders, should be raised to a height of not more than 8 feet above the sun deck.
8. Adequate and convenient toilet facilities for men and women.
9. A total area of about 150 sq. ft. of deck space should be provided for the storage of steamer rugs, pillows, etc. These should be arranged in convenient location on the deck for the stewards' use.
10. The following rooms are not required on this ship but may be included if space permits:
  - a) A small chapel for all faiths;
  - b) a room for private parties.

#### REQUIRED: (Sheet size 31" x 40")

1. Plan of entire Promenade Deck at the scale of 1/8" to the foot.
2. Plan of house showing furniture arrangement at the scale of 1/8" to the foot.
3. Two or more elevations of the lounge and smoking room at the scale of 1/4" to the foot in perspective.
4. Drawing of one or two pieces of furniture as a decorative feature. This is optional.

**Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.**

*(See diagram on 3rd page)*



DEPARTMENT OF ARCHITECTURE  
 SCHOOL OF ARCHITECTURE  
 UNIVERSITY OF MICHIGAN  
 ANN ARBOR, MICHIGAN

DATE: 1951

BY: J. H. H. H.

PROJECT: 1951

1951

1951

1951

1951

1951

1951

1951

1951

1951

1951

1951

1951

1951

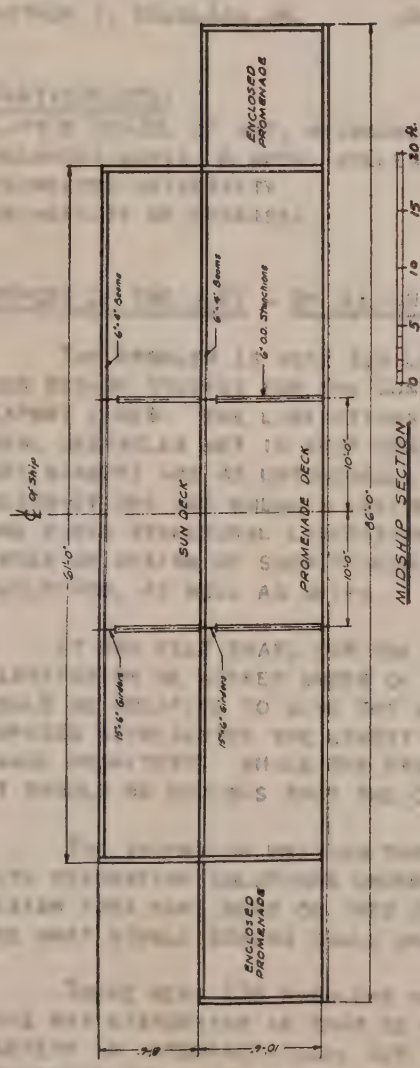
1951

1951

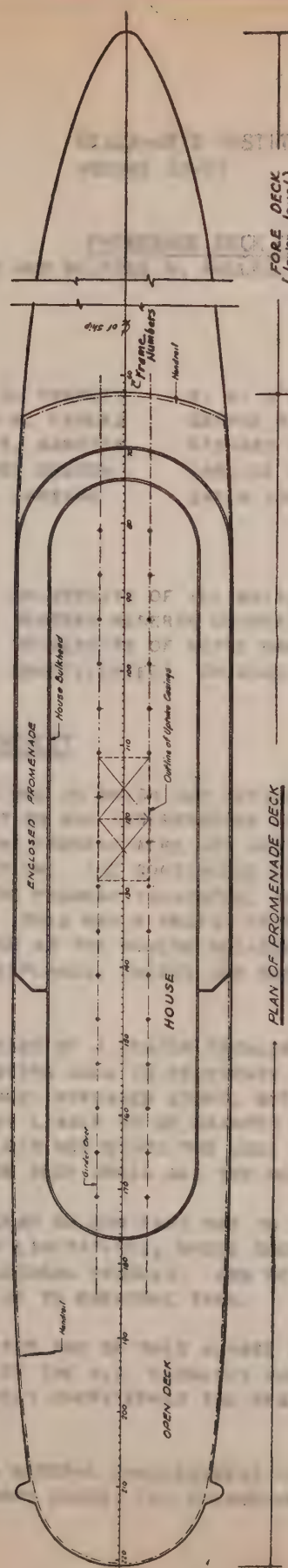
1951

1951

1951



MIDSHIP SECTION



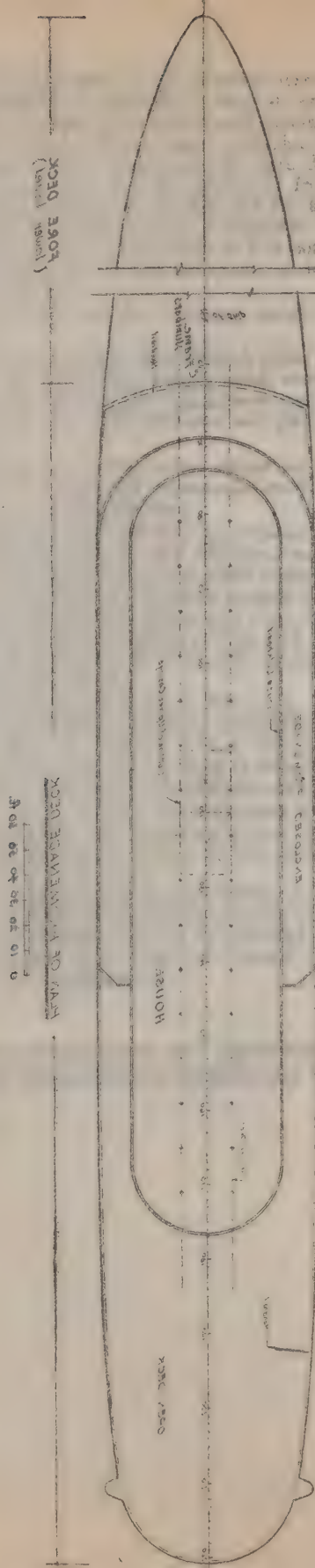
PLAN OF PROMENADE DECK

page three—class A problem 3  
 promenade deck of cruise ship

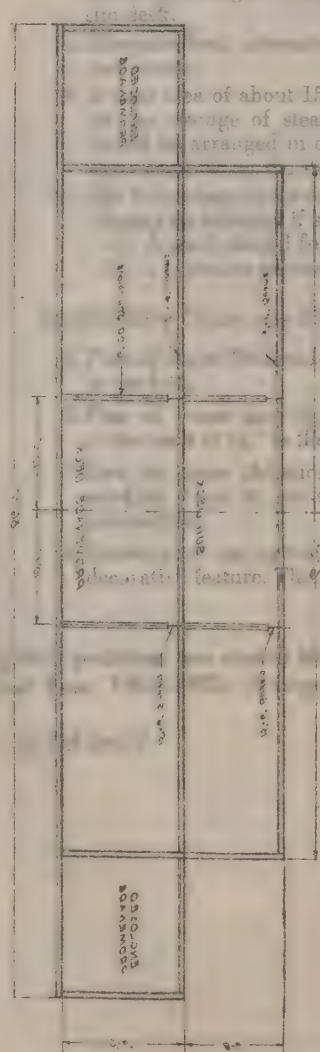
beaux-arts institute of design  
 department of architecture: 1950-1951 fifty-eighth school year

6. Two main stairways, treads 4 feet wide, dry stairs 2 feet wide and two passages should be provided. These stairways should be so located that they can be closed and provide access to various parts on the promenade deck. Other means of going up or down one deck may be used for architectural effect. Outside access to deck is needed.

7. An uplake, which is a shaft from the engine room enclosing smoke exhaust piping etc., of about 1,000 sq. ft. is required. It can be divided into two separated shafts, 1 ft. each if desired. The uplakes may be up and aft but may not go forward of frame aft of frame #140. If desired, the ceiling in an area of not more than 150 sq. ft. extending between the longitudinal girders raised to a height of not more than 8 feet up deck.



10 ft 6 in



of about 150 sq. ft. of deck for storage of steamer rugs, pillows, arranged in convenient location towards use.

If space permits: for all faiths: (10" x 46")

the Deck at the seat

the foot.

ions of the lounge seats of 1/4" to the

pieces of furniture feature. The is optional.

the Circular of will be sent to



CLASS A PROBLEM III

PROMENADE DECK OF CRUISE SHIP

HENRY DREYFUSS AND WILFRED W. FAULKS, NEW YORK N.Y.

JURY OF AWARD - APRIL 19, 1951

ARNOLD A. ARBEIT  
ALBERT W. BUTT, JR.  
ROBERT CARSON  
GIORGIO CAVAGLIERI  
ARTHUR S. DOUGLASS, JR.

JULIAN G. EVERETT  
WILFRED W. FAULKS  
JULIAN E. GARNSEY  
B. SUMNER GRUZEN  
JOHN P. JANSSON

R. B. O'CONNOR  
GEORGE N. RACKELL  
RICHARD B. SNOW  
MARUICE SORNIK  
ZAREH SOURIAN

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE  
OKLAHOMA AGRIC. & MECH. COLLEGE  
PRINCETON UNIVERSITY  
UNIVERSITY OF NEBRASKA

UNIVERSITY OF ILLINOIS, URBANA  
WESTERN RESERVE UNIVERSITY, CLEVELAND  
UNIVERSITY OF NOTRE DAME  
UNAFFILIATED: CHICAGO

REPORT OF THE JURY - BY JULIAN G. EVERETT

THE PROBLEM IS VERY SIMILAR TO ONE IN WHICH OUR OFFICE WAS ENGAGED IN OUR DESIGN STUDIES FOR THE CONSTITUTION AND INDEPENDENCE FOR THE AMERICAN EXPORT LINES. THE LIMITATIONS OF THE PROGRAM WERE NOT ARBITRARY ONES, BUT REAL OBSTACLES MET IN SHIP CONSTRUCTION. THE CONTINUOUS LINE OF FORE AND AFT GIRDERS ARE AS UNTOUCHABLE AS THE PROGRAM INDICATED, AND THE STACK RESTRICTIONS ARE EQUALLY INVIOLETE. THIS WAS A DESIGN PROBLEM WITHIN STRICT AND RIGID STRUCTURAL LIMITATIONS SUCH AS THE MODERN DESIGNER MEETS IN THE INTERIOR DESIGN OF SUCH THINGS AS AIRPLANES, TRAINS AND CERTAIN TYPES OF BUILDINGS, AS WELL AS SHIPS.

IT WAS FELT THAT, FOR THE PURPOSES OF A DESIGN PROBLEM, THE FURTHER RESTRICTION WE WORKED UNDER OF NOT BEING ABLE TO PENETRATE THE DECK ABOVE COULD BE MODIFIED TO GIVE THE DESIGNER INCREASED SCOPE, BUT THE LIMITATIONS IMPOSED REPRESENTED THE UTMOST LEEWAY LIABLE TO BE GRANTED BY THE OWNER OR NAVAL ARCHITECT. WHILE THE PROGRAM DID NOT STATE THE USES OF THE DECK ABOVE, IT SHOULD BE OBVIOUS THAT THE OUTSIDE DECK AREAS ARE THE MOST VALUABLE.

THE INTENT IN WRITING THE PROGRAM ON OUR PART WAS TO ENGENDER DESIGNS WITH DECORATIVE SOLUTIONS UNDER SUCH LIMITATIONS, WHERE SEEMINGLY EVERY DESIGN IDEA RUNS HEAD ON INTO A STRUCTURAL PROBLEM; AND WE WERE KEEN TO SEE WHAT NIMBLE BRAINS COULD DREDGE UP TO OVERCOME THEM.

THERE WERE 126 PROBLEMS SUBMITTED AND OF THIS NUMBER 22 WERE H.C. THIS WAS DISTURBING IN THAT SO MANY OF THE H.C. PROBLEMS HAD EXCELLENT VARIETY IN INTERPRETATION, BUT BLITHELY OVERSTEPPED THE RESTRICTIONS OF STRUCTURE SET UP IN THE PROGRAM.

THE JURY FELT THAT THERE WAS A GENERAL CARELESSNESS IN THE READING OF THE PROGRAM. THE STUDENTS HAD, IN MANY CASES, LED THEMSELVES TO DEFEAT FOR





THIS REASON, OR BY ENTHUSIASM IN INTERPRETATION NOT COMPATIBLE WITH THE RESTRICTIONS OF THE PROGRAM.

THERE WERE THREE FIRST MEDAL AWARDS: V.A.KIBLER, UNIVERSITY OF ILLINOIS: DEVELOPED A SOLUTION NEATLY SATISFYING ALL CONDITIONS BUT STILL WITH DEFINITE DECORATIVE POSSIBILITIES BOTH IN PLAN AND ROOM TREATMENT. AS EASY, INTERESTING FLOW OF CIRCULATION, HAVING WELL CALCULATED VISTAS OF WHAT WAS BEYOND, MARKED THIS SOLUTION. THIS WAS ONE OF THE FEW SUBMITTED WITH READABLE DRAWINGS.

W.KING, UNIVERSITY OF ILLINOIS, DEVELOPED A MOST INTERESTING PLAN WITH GOOD CIRCULATION AND PLEASANT RESTING SPOTS. A GOOD SENSE OF THE DECORATIVE, WITH FUNCTIONAL PURPOSE, SUGGESTED TO HIM A CIRCULAR RAMP IN THE FORWARD LOUNGE, WHICH WOULD UNDOUBTEDLY BE A FASCINATING SEA-GOING EXPERIENCE, EVEN THOUGH THE HUGE AREAS OF GLASS IN THAT EXPOSED FORWARD POSITION WOULD PRESENT A TERRIFIC STRUCTURAL AND SAFETY PROBLEM. THE SOLUTION HAD SOME VAGARIES AS TO STAIRWAYS, BUT THE JURY FELT THE OVERALL CONCEPTION WAS WITHIN THE LAW AND WAS DEFINITELY A CRUISE SHIP LAYOUT.

R.A.PIGOZZI, UNIVERSITY OF ILLINOIS, DEVELOPED PROBABLY THE MOST REALISTIC, OR SHALL WE SAY THE MOST ACCEPTABLE, SCHEME FROM A SHIP OWNER'S POINT OF VIEW. THE PLAN ARRANGEMENT IS GENERALLY EXCELLENT, APPRECIATING AS DID THE MEDAL WINNERS THAT THE FORWARD SPACE WAS CHOICE. HIS SOLUTION OF THE REMAINING AREA WAS SYMETRICAL AROUND THE LONG AXIS, HAVING GOOD SPACIAL RELATIONS AND A VERY WORKABLE ARRANGEMENT. POSSIBLY A LITTLE COMPLICATED IN THE LOBBY AREA AND NOT TOO EXCITING IN DECORATIVE TREATMENT, BUT NEVERTHELESS A GOOD UNDERSTANDING OF THE PROGRAM.

THERE WERE TWO SECOND MEDAL AWARDS: P.BACALZO, UNIVERSITY OF ILLINOIS, FROM AN INTERESTING PARTI DEVELOPED A SCHEME ALSO SYMETRICAL AROUND THE LONG AXIS. THE TREATMENT AROUND THE STACK AREA WAS VERY INTERESTING, BUT POSSIBLY TOOK TOO MUCH OF THE TOTAL AREA. THE USE OF THE FORWARD SPACE WAS SOMEWHAT NEGLECTED AS TO IMPORTANCE, AND THEREFORE AT SOME DISADVANTAGE.

D.T.DENNIS, UNIVERSITY OF ILLINOIS, FOLLOWING A PARTI SIMILAR TO KIBLER'S, PRESENTED A WELL THOUGHT OUT SOLUTION, AND A VERY WORKABLE ONE IN PRACTICE. POSSIBLY SOMEWHAT UNINSPIRED AS TO TANTALIZING CIRCULATION VISTAS, BUT ON THE WHOLE COMMENDABLE.

THE JURY ALSO FELT IT MIGHT COMMENT FAVORABLY ON ONE OF THE H.C. PROBLEMS, THAT OF G.C.WINTEROWD, UNIVERSITY OF ILLINOIS. THIS PROBLEM SHOWED HIGH IMAGINATION AND APPRECIATION OF THE PROBLEM DECORATIVELY AND USE-WISE, BUT UNFORTUNATELY A LAMENTABLE DISREGARD FOR THE BASIC RESTRICTIONS.

SUMMARY: THE JURY HAD CONSIDERABLE DIFFICULTY IN READING THE PLANS. IN THE WRITER'S OPINION, THIS IS LARGELY DUE TO THE EXCELLENT FILE OF CLICHES EACH SCHOOL SEEMS TO HAVE AND THE DESIRE ON THE STUDENT'S PART TO USE THEM ALL. UNFORTUNATELY, THIS SEEMS TO BE A TREND IN PRESENT DAY PLAN PRESENTATION, APPARENTLY TO MAKE IT LOOK "MODERN".

IT IS INTERESTING TO NOTE THAT UNIVERSITY OF ILLINOIS MADE A CLEAN SWEEP OF THE MEDAL POSITIONS, PROBABLY INDICATING THAT THEY READ THE WHOLE PROGRAM FIRST AND THAT THE PROFESSOR IN CHARGE OF CLICHES WAS MORE STRICT.





SUMMARY OF AWARDS:

3 FIRST MEDAL 2 SECOND MEDAL 27 MENTION 22 HORS CONCOURS 72 NO AWARD  
126 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: MENTION- D.L.ADMSON, E.L.HUXLEY, C.SELIG,  
T.SOREY, R.A.THORNTON, A.L.VAWTER.

PRINCETON UNIVERSITY: HORS CONCOURS- C.D.BUCK, A.P.MORGAN, JR., W.H.SHORT,  
A.B.TOLAND.

UNIVERSITY OF ILLINOIS, URBANA: FIRST MEDAL- V.A.KIBLER, W.R.KING, R.A.PIGOZZI  
SECOND MEDAL- P.BACALZO, D.T.DENNIS. MENTION- W.R.BAKER, D.H.BERGSTROM  
D.H.CARLSEN, W.COOPER, S.B.DENTON, F.E.ELLIOTT, D.M.ENGSTROM, E.FOX,  
T.KEMNER, A.E.KOZAKIEWICZ, F.T.KUBITZ, C.D.MAY, R.J.MCKEAGUE,  
C.E.NEUNABER, L.O'DONNELL, H.A.PRATT, D.P.RYDER, D.T.SMITH,  
E.W.SWEETNAM, N.S.THEODOROU, C.R.WAGNER. HORS CONCOURS- D.F.BENSON,  
A.A.CABANBAN, L.CHICCA, R.W.CLAYTON, JR., D.L.COLBY, N.C.ERKMEN,  
D.E.GUNNERSON, D.R.HERMANSEN, G.M.LASLO, J.D.LECHNIAK, D.E.MADGWICK,  
F.D.MAGNUSON, C.PETERSON, R.A.RAGGI, E.B.RILEY, R.E.VICK, H.C.YOUNG,  
G.C.WINTEROWD.

INDEX OF REPRODUCTIONS:

CLASS A PROBLEM III - PROMENADE DECK OF CRUISE SHIP  
APRIL 19, 1951

46. V.A.KIBLER, UNIVERSITY OF ILLINOIS	FIRST MEDAL
47. W. R. KING, UNIVERSITY OF ILLINOIS	FIRST MEDAL
48. R.A.PIGOZZI, UNIVERSITY OF ILLINOIS	FIRST MEDAL
49. P.BACALZO, UNIVERSITY OF ILLINOIS	SECOND MEDAL
50. D.T.DENNIS, UNIVERSITY OF ILLINOIS	SECOND MEDAL
51. G.C.WINTEROWD, UNIVERSITY OF ILLINOIS	HORS CONCOURS

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR  
AVAILABLE AT 30 CENTS A PRINT; REPORTS AT 15 CENTS EACH.  
REMITTANCE MUST ACCOMPANY ORDER.





department of architecture: 1950-1951 fifty-eighth school year

class

C

problem

3

exercise any 5 weeks between:  
 january 15-march 26, 1951  
 judgment on or about  
 april 16, 1951

## an architect's office hirsns prize

**Harris Armstrong, A.I.A.**, the author, Kirkwood, Missouri, studied architecture at Washington University, St. Louis, and Ohio State University. He has been in private practice since 1933 and his work includes residences, schools and office buildings. Among his more recent work was the office building for the American Stove Company. Mr. Armstrong received a silver medal at the Paris Exposition in 1937 and won a second prize in the St. Louis War Memorial Competition in 1944.

As an inevitable result of the de-centralization that is occurring in and near our large cities, many architects have found it expedient to build their own offices in outlying sections rather than lease floor space in an existing building in the heart of the city. Since small offices always have some residential work and some outlying jobs in addition to work in the city, this makes it possible to be closer to the bulk of the work than in a downtown location. Another advantage of this procedure is the opportunity it affords the architect to demonstrate his ability and architectural convictions in the place where many client-architect decisions are made.

### THE PROBLEM.

An architect, who has a staff of ten people (one secretary, one superintendent, seven architectural draughtsmen and one apprentice draughtsman) has acquired an inside lot with a frontage of 80 feet on the East side of a principal north-south road. The site is four miles beyond the city limits of an incorporated area of 500,000 people. The property and the road are both level and the depth of the lot is 200 feet. There is a required set-back of 50 feet from the front lot line, 25 feet from the rear lot line and 8 feet from each side line.

There is a magnificent deciduous tree located in the very center of the lot (100 feet from the front line and forty feet from each side). This tree has a spread of 60 feet and should be retained if possible. Tree experts have pronounced the tree sound but have cautioned against building closer than ten feet as this might cut too many of its roots.

The total net area of the building shall not exceed 1400 square feet with the following rooms in approximately these areas:

Reception Room and Secretary's work area	150 sq. ft.
Library and Conference Room	250 sq. ft.
Draughting Room	600 sq. ft.
Model Shop	150 sq. ft.
Toilet Room	50 sq. ft.
Samples and Storage Closets	50 sq. ft.
Architect's Private Office	100 sq. ft.
Heating and Utility Room	50 sq. ft.

Total 1400 sq. ft.

There shall be a parking area on the property for not less than eight employees' cars and four visitors' cars.

### REQUIRED: (Sheet size 31" x 40")

- 1) Combination Floor and Plot Plan at 1/8" scale.
- 2) Perspective of the Building as seen from the road, at as large a scale as good sheet composition will allow.
- 3) Elevations of rear and the side not shown on perspective at 1/8" scale.

Department of Architecture: 1950-1951 Fifty-eighth School Year

class

C

problem

3

exercise any 2 weeks between:  
January 15-march 26, 1951  
judgment on or about  
April 16, 1951

# an architect's office hiron prize

There is a magnificent deciduous tree located in the very center of the lot (100 feet from the front line and forty feet from each side). This tree has a spread of 60 feet and should be retained if possible. Tree experts have pronounced the tree sound but have cautioned against building closer than ten feet as this might cut too many of its roots.

The total net area of the building shall not exceed 1400 square feet with the following rooms in approximately these areas:

Reception Room and Secretary's work area	150 sq. ft.
Library and Conference Room	250 sq. ft.
Drafting Room	600 sq. ft.
Model Shop	150 sq. ft.
Toilet Room	50 sq. ft.
Samples and Storage Closets	50 sq. ft.
Architect's Private Office	100 sq. ft.
Heating and Utility Room	50 sq. ft.
Total	1400 sq. ft.

There shall be a parking area on the property for not less than eight employees, cars and four visitors.

REQUIRED: (Sheet size 31" x 40")

- 1) Combination Floor and Plot Plan at  $\frac{1}{8}$ " scale.
- 2) Perspective of the Building as seen from the road, at as large a scale as good sheet composition will allow.
- 3) Elevations of east and the side not shown on perspective at  $\frac{1}{8}$ " scale.

Harris Armstrong, A.I.A., the author, Kansas, Missouri, studied architecture at Washington University, St. Louis, and Ohio State University. He has been in private practice since 1933 and his work includes residences, schools and office buildings. Among his more recent work was the office building for the American Stove Company. Mr. Armstrong received a silver medal at the Paris Exposition in 1937 and won a second prize in the St. Louis War Memorial Competition in 1944.

As an inevitable result of the de-centralization that is occurring in and near our large cities many architects have found it expedient to build their own offices in outlying sections rather than lease floor space in an existing building in the heart of the city. Since small offices always have some residential work and some outlying jobs in addition to work in the city, this makes it possible to be closer to the bulk of the work than in a downtown location. Another advantage of this procedure is the opportunity it affords the architect to demonstrate his ability and architectural convictions in the place where many client-architect decisions are made.

## THE PROBLEM.

An architect who has a staff of ten people (one secretary, one superintendent, seven architectural draughtsmen and one apprentice draughtsman) has acquired an inside lot with a frontage of 80 feet on the East side of a principal north-south road. The site is four miles from the city limits of an incorporated area of 500,000 people. The property and the road are both level and the depth of the lot is 200 feet. There is a required setback of 50 feet from the front lot line, 25 feet from the rear lot line and 8 feet from each side line.



CLASS C PROBLEM III - HIRONS PRIZE

AN ARCHITECT'S OFFICE

HARRIS ARMSTRONG, A.I.A., KIRKWOOD, MISSOURI

JURY OF AWARD - APRIL 19, 1951

J. J. ANDRES

SAMUEL BAUM

CHARLES W. BEESTON

JOHN D. BOYD

CARL COBBLEDICK

JACQUES DELAMARRE

WILLIAM F. ELLIS

JOSE A. FERNANDEZ

MICHAEL M. HARRIS

JOSEPH JUDGE

JOHN KOWALCZYK

NUNZIO J. SAPIENZA

BENJAMIN SCHLANGER

KENNETH K. STOWELL

LOUIS A. WALSH

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS

PARTICIPANTS:

CLEMSON AGRICULTURAL COLLEGE

LAYTON SCHOOL OF ART, MILWAUKEE

OKLAHOMA AGRIC. & MECH. COLLEGE

SAN FRANCISCO ARCHITECTURAL CLUB

TEXAS TECHNOLOGICAL COLLEGE

UNIVERSITY OF ILLINOIS, URBANA

UNIVERSITY OF ILLINOIS, NAVY PIER

UNIVERSITY OF KENTUCKY

UNIVERSITY OF NEW MEXICO

UNIVERSITY OF NOTRE DAME

UNIVERSITY OF VIRGINIA

WESTERN RESERVE UNIVERSITY

ATELIER: DUKE A. LOVELL, SAN DIEGO, CAL.

UNAFFILIATED: MILWAUKEE, WISC.

NEW YORK CITY

REPORT OF THE JURY - BY SAMUEL BAUM

THE SOLUTIONS SUBMITTED FOR THIS CLASS "C" PROBLEM EMPHASIZED ONCE MORE THE NEED FOR INSTILLING IN THE MINDS OF THE STUDENTS THE IMPORTANCE OF ANALYZING A PROBLEM IN SIMPLE, BASIC TERMS, ALONG WITH THE WARNING TO THE STUDENTS TO AVOID THE OUTER MANIFESTATIONS OF "THE DESIGN OF THE MOMENT", AS REVEALED IN THE PAGES OF SOME PERIODICAL OR BOOK ON ARCHITECTURE CURRENTLY IN VOGUE.

AN ILLUSTRATION OF THE CONFUSED THINKING SOMETIMES EVIDENT IN THE LAND UTILIZATION IS THE ASSOCIATION OF NORTH LIGHT WITH NORTH LOT LINE. AN OVERWHELMING MAJORITY OF THE STUDENTS CROWDED THE NORTH WALL OF THE DRAFTING ROOM AS CLOSE AS POSSIBLE TO THE NORTH LOT LINE, DEPENDING ON THE EIGHT FOOT SIDE YARD FOR LIGHT, AIR, VIEW AND PRIVACY.

THE PRIZE WINNER SOLVED HIS PROBLEM MORE RATIONALLY BY MOVING HIS DRAFTING ROOM CLOSE TO THE SOUTH LOT LINE WITH THE OBVIOUS RESULT OF FULL USE OF THE WIDTH OF THE LOT.

MANY STUDENTS WERE SEDUCED BY THE NEW CLICHES OF "DESIGN" TO THE EXTENT OF UTILIZING IRRELEVANT BLANK WALLS, LOUVERS, ETC., IN ORDER TO ACHIEVE PSEUDO-SMARTNESS IN PLAN AND ELEVATION, ALTHOUGH THAT MANY SUCH EMBELLISHMENTS CUT OFF LIGHT AND VIEW FROM EVERY PART OF THE LOT EXCEPT THE SIDE LOT LINES.

THE PROGRAM STATES THAT ONE OF THE ADVANTAGES TO THE ARCHITECT IS "THE OPPORTUNITY IT AFFORDS THE ARCHITECT TO DEMONSTRATE HIS ABILITY AND ARCHITECTURAL CONVICTIONS IN THE PLACE WHERE MANY CLIENT-ARCHITECT DECISIONS ARE MADE." THE ARCHITECT'S ABILITY IN PLANNING WOULD HARDLY IMPRESS THE CLIENT, IF THE CLIENT WERE SEATED IN A CONFERENCE ROOM OR ARCHITECT'S OFFICE WITH NO WINDOWS EXCEPT THOSE IN A CLERE-STORY OR WHERE THE ONLY VISTA WAS TOWARD A NEARBY LOT LINE,





"ARCHITECTURAL" MASONRY WALL, OR PARKING FIELD, WHEN IT OBVIOUSLY COULD HAVE BEEN OTHERWISE PLANNED.

AGAIN, WHERE AN ARCHITECT'S OFFICE IS LOCATED IN A SUBURB WITH A RELATIVELY SMALL NUMBER OF DRAFTSMEN, IT IS QUITE PROBABLE THAT THERE WILL BE A MORE CASUAL AND PERSONAL RELATIONSHIP BETWEEN THE ARCHITECT AND HIS STAFF. THIS WOULD BE EASIER TO MAINTAIN IF THE DRAFTSMEN SHARED IN A VISUAL ACCESS TO THE NATURAL BEAUTY OF THE PROPERTY FROM THE NORTH LIGHTED WINDOWS OF THE DRAFTING ROOM.

J.H.DABBERT, UNIVERSITY OF ILLINOIS- FIRST MENTION PLACED, HIRONS PRIZE: WELL DESERVES CONGRATULATIONS FOR A LOGICALLY THOUGHT OUT PLAN AND FOR HIS SIMPLICITY OF EXTERIOR DESIGN. THERE IS STILL PLENTY OF TRUTH IN THE TRITE OLD EXPRESSION THAT "SIMPLICITY IS THE KEYNOTE OF DESIGN". THE ENTIRE BUILDING IS PLACED TO THE SOUTH LOT LINE THUS ALLOWING FOR A PLEASANT OUTLOOK FOR THE ENTIRE OFFICE STAFF. THE CONFERENCE ROOM AS WELL AS THE ARCHITECT'S OFFICE HAVE A RESTFUL VIEW OF THE BEAUTIFUL TREE, MENTIONED IN THE PROGRAM. MOREOVER THE RECEPTIONIST HAS FULL CONTROL OF ALL CIRCULATION ON THE PROPERTY. THE PARKING IS WELL LOCATED AND DOES NOT INTERFERE WITH THE LANDSCAPING OF THE PLOT BETWEEN THE STREET AND THE BUILDING.

M.A.NIEMAN, UNIVERSITY OF NOTRE DAME - FIRST MENTION PLACED, RECEIVED HIS AWARD FOR THE EXCELLENT DISPOSITION OF THE VARIOUS ELEMENTS OF THE BUILDING WITH RELATION TO THE PLOT. THE CONFERENCE ROOM FACES A QUIET GARDEN INTO WHICH THE CONFERENCE COULD BE EXTENDED DURING PLEASANT WEATHER. THE ARCHITECT'S OFFICE AND THE CHIEF DESIGNER ALONE BENEFIT BY THE VIEW OF THE BEAUTIFUL TREE, A BIT SELFISH, AND THE PARKING FOR VISITORS IS UNFORTUNATELY LOCATED, THEREBY SPLITTING THE LOT INTO THREE SPACES. THE EXTERIOR DESIGN WAS QUITE SIMPLE AND PLEASANT.

E.A.COOK, UNIVERSITY OF ILLINOIS - FIRST MENTION PLACED: IN SPITE OF THE FACT THAT THIS BUILDING HAS THE FEATURE OF BEING PLACED WITHIN EIGHT FEET OF THE NORTH LOT LINE, THE STRAIGHTFORWARDNESS OF THE PLAN AND EXTERIOR ELEVATION WAS SUCH THAT THE JURY FELT THE DESIGN DESERVED COMMENDATION. IT IS UNFORTUNATE THAT THE RECEPTIONIST HAS NO VISUAL CONTROL OF THE STREET OR ANY OTHER PART OF THE PROPERTY EXCEPT THE NORTH LOT LINE EIGHT FEET AWAY FROM THE WINDOW. IT WOULD HAVE BEEN A BETTER SOLUTION IF THE FRONT PARKING HAD BEEN MOVED TO THE REAR WITH THE RESULTING LARGER LANDSCAPING ARE. THE CONFERENCE ROOM AND ARCHITECT'S OFFICE AND THE DRAFTING ROOM TAKE FULL ADVANTAGE OF THE NATURAL BEAUTIES OF THE SITE AND THE PLEASANTNESS OF THE OUTDOORS.

#### SUMMARY OF AWARDS:

3 FIRST MENTION PLACED	4 FIRST MENTION	65 MENTION
107 NO AWARD	179 TOTAL SUBMITTED	

CLEMSON AGRICULTURAL COLLEGE: MENTION- C.BATES, W.HUGHES, W.BUZZELL,  
R.MCGINTY, C.ASBELL, W.PERRY.  
LAYTON SCHOOL OF ART, MILWAUKEE: MENTION- W.PASCHKE, JR.





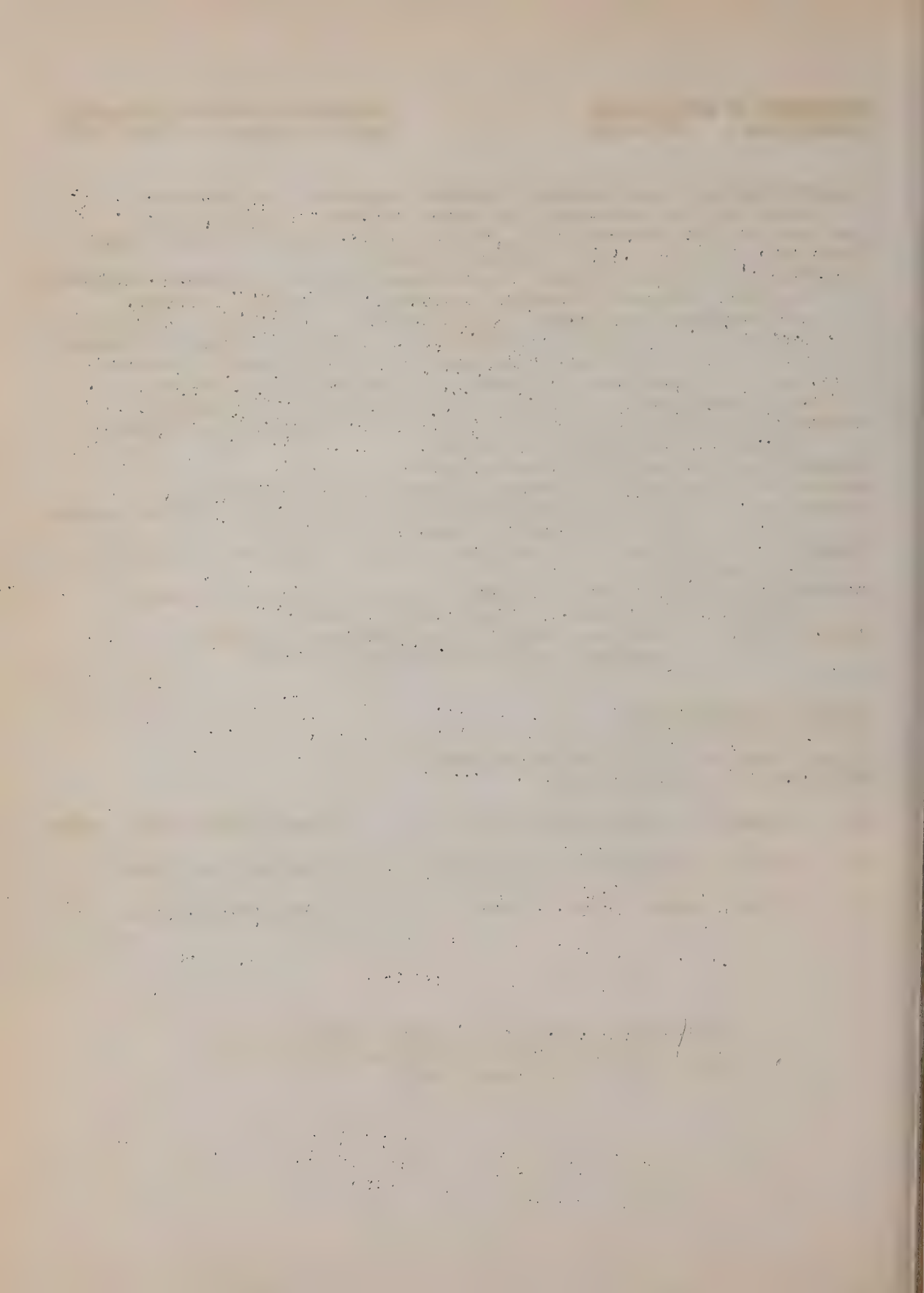
OKLAHOMA AGRIC. & MECH. COLLEGE: MENTION- B.G.ALLEN, J.W.CARMICHAEL,  
R.FULHAGE, F.L.MCKINLEY, W.D.MAUCH, W.SMITH, E.M.WHEELER, JR.  
SAN FRANCISCO ARCHITECTURAL CLUB: MENTION- H.R.FAIRCHILD, G.VAN DE WEGHE  
TEXAS TECHNOLOGICAL COLLEGE: MENTION- J.THORNTON.  
UNIVERSITY OF ILLINOIS, URBANA: FIRST MENTION PLACED- J.H.DABBERT, HIRONS PRIZE  
E.A.COOK. MENTION- R.W.ADAMS, D.V.BAKER, C.E.BANKS, B.M.BORKON,  
J.P.BRUCHMANN, D.F.BRANDT, P.J.CALANDRINO, D.S.CARLSON, L.COUGH,  
D.DUNCAN, F.L.ELSASSER, J.E.ERBACH, R.D.FIELD, J.M.FLOM, C.D.GLENN,  
D.L.GLUECK, S.L.GOLDBERG, H.C.GRIFFITH, R.D.KEESECKER, L.KONCZA,  
F.W.KURZ, R.MASUYAMA, R.W.MAYNE, G.S.MILLSTEIN, R.D.MURPHY,  
H.M.O'CONNELL, JR., M.G.OSBY, H.POST, H.STORM, T.H.TORGENSEN.  
UNIVERSITY OF ILLINOIS, NAVY PIER, CHICAGO: FIRST MENTION- R.L.SCHWARTZ.  
MENTION- C.RAUCHENBERGER, C.SANDINE.  
UNIVERSITY OF KENTUCKY: MENTION- W.E.HOWARD.  
UNIVERSITY OF NEW MEXICO: MENTION- A.A.GORRELL, E.G.JANKOSKI.  
UNIVERSITY OF NOTRE DAME: FIRST MENTION PLACED- M.A.NIEMAN. MENTION- R.BAKER,  
P.CORKER, P.LYNCH, B.MEHOFF, E.NOONAN  
UNIVERSITY OF VIRGINIA: FIRST MENTION- M.E.KAYHOE. MENTION- F.L.LEGNAIOLI,  
R.F.GROVE,  
WESTERN RESERVE UNIVERSITY, CLEVELAND: MENTION- A.J.BURIN, R.E.HAWES,  
J.F.HAWVER, W.J.PERKOVIC, C.L.PUTZIER, M.E.SRNKA  
UNAFFILIATED: MILWAUKEE, WISC.: FIRST MENTION- J.F.LIJEWSKI  
NEW YORK, N.Y.: FIRST MENTION- E.ABRABEN

### INDEX OF REPRODUCTIONS:

CLASS C PROBLEM III - AN ARCHITECT'S OFFICE  
HIRONS PRIZE - APRIL 19, 1951

- |     |                                      |                             |
|-----|--------------------------------------|-----------------------------|
| 52. | J.H.DABBERT, UNIVERSITY OF ILLINOIS  | FIRST MENTION PLACED, PRIZE |
| 53. | M.A.NIEMAN, UNIVERSITY OF NOTRE DAME | FIRST MENTION PLACED        |
| 54. | E.A.COOK, UNIVERSITY OF ILLINOIS     | FIRST MENTION PLACED        |

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR  
AVAILABLE AT 30 CENTS A PRINT: REPORTS AT 15 CENTS EACH.  
REMITTANCE MUST ACCOMPANY ORDER.





# beaux-arts institute of design

115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 fifty-eighth school year

## class **B** problem **3**

*exercise any 5 weeks between:  
january 22-april 2, 1951  
judgment on or about  
april 23, 1951*

### a warehouse for a department store architectural forum prize

**ALFRED SHAW**, Chicago, Ill., the author, studied in the Beaux-Arts Program under Warren and D'Espradelle at the Boston Architectural Club and, since 1921 when he left Boston, has practiced in Chicago. He has been active in commercial and government projects including the Merchandise Mart and the Field Building. During the last war he planned Army and Navy installations at St. Georges, Bermuda; McAlester, Okla., and Breverton, Washington. His firm, Shaw, Metz & Dolio, is active in large housing and apartment projects, retail stores, libraries, commercial work for Marshall Field & Co., U. S. Gypsum Co., Illinois Bell Telephone Co., and housing projects for the Chicago Housing Authority and the U. S. Navy.

A nationally known department store with a large downtown retail outlet and suburban branches has purchased an outlying tract of land to take care of its entire warehousing operation. The property is rectangular, running 1000 feet along the east side of a major highway and 1000 feet along the west side of a railroad right-of-way. It is 800 feet deep in the east-west dimension.

Because the warehouses will be seen from the highway and from passenger trains on the railroad, the management is anxious to have them architecturally effective day and night from all sides. The buildings should express their use through logical forms rather than by any excessive application of advertising signs.

The warehouses will be: (a) a general or main structure for large items such as furniture, rugs, etc., and (b) a secondary multi-story structure for the warehousing of smaller items. The total net floor area of both units will be 600,000 square feet.

Functions of the warehouses are:

- (a) to receive goods by rail and truck;
- (b) to supply to customers, by truck, items from warehouse stock after sale by sample at retail outlets, and
- (c) to supply the retail stores as required.

I. WAREHOUSE FOR LARGE ITEMS (500,000 square feet): the requirements of the main structure are:

- 1. Enclosed railroad siding with capacity for seven freight cars.
- 2. Enclosed receiving platform and back-up for fifteen large trucks and/or trailers (30' x 14' trailers).
- 3. Enclosed shipping platform for forty medium size delivery trucks. Platforms are to be built to accommodate all tailboard heights. (Hydraulic platform lifts.)
- 4. Receiving and shipping areas (adjacent to loading platforms) 60,000 sq. ft.
- 5. Packing room or aisle adjacent to receiving-shipping areas,
  - (a) City shipping and assembly: 15,000 sq. ft.
  - (b) Out-of-town crating, packing and shipping area: 8,000 sq. ft.
- 6. Furniture repair shop: 18,000 sq. ft.
- 7. Rug and carpet cutting area: 25,000 sq. ft.
- 8. Radio repair shop: 6,000 sq. ft.  
Refrigerator repair shop: 2,000 sq. ft.
- 9. Outdoor parking for warehouse employees, office employees and visitors—200 cars.
- 10. Administration office: 3,000 sq. ft.
- 11. Boiler room and maintenance shop: 1,500 sq. ft.

Because large items can be better handled with a minimum of lifting a one-level building is recommended. Every modern device for lifting and transporting the merchandise is to be used. To familiarize himself with present practices, it is suggested that the student visit nearby installations which use mechanical devices such as fork lift trucks, mechanized dollies, etc.

Where pallets are used, a clearance height of 15 feet will be required; where racks are used no shelving will be higher than 7 feet; however, the racks for storage may

be in two tiers under the clearance height of 15 feet in those areas available to lift-trucks. Size of racks will vary to handle all items from small package goods to furniture and floor coverings.

Lighting in storage areas may be kept to a minimum.

## II. WAREHOUSE FOR SMALL ITEMS (100,000 square feet):

Small package goods can be better warehoused in a multi-story building of from four to six stories. Merchandise is carried by conveyor to the top floor where it is classified and distributed by chutes. This facility will be under the same control as the main warehouse, but is a totally separate operation.

Total area required in this multi-story structure will be 100,000 square feet and shall include:

1. Enclosed railroad siding for 2 freight cars.
2. Enclosed receiving platform and parking for 4 trucks.
3. Enclosed shipping platform and parking for 15 trucks.

4. The balance of the 100,000 sq. ft. shall be area and/or areas provided with racks.

Power and heat as well as administration will be from the main warehouse.

REQUIRED: (Sheet size 31" x 40")

1. Plot plan at 1" equals 100'0" showing layout of structures, railroad and truck circulation and landscaping.
2. Ground floor plans of both warehouses equals 1'0" showing column spacing and division of areas.
3. An upper floor plan of small warehouse equals 1'0".
4. Perspective from highway at as large a scale as possible.
5. Section through both buildings at 1/32" equals 1'0".
6. Section through typical bay of main building showing structural members, roof construction, etc., at 3/8" to the foot, or cutaway plan at approximately same scale.

---

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on



CLASS B PROBLEM III - ARCHITECTURAL FORUM PRIZE

A WAREHOUSE FOR A DEPARTMENT STORE  
AUTHOR - ALFRED SHAW, CHICAGO, ILL.

JURY OF AWARD - APRIL 24, 1951

LOUIS A. ABRAMSON  
NEWTON P. BEVIN  
PETER A. BLAKE  
HARVEY P. CLARKSON  
N. N. CULIN

EDWARD R. DEZURKO  
ARTHUR S. DOUGLASS, JR.  
WALTER P. MCQUADE  
HENRY SHAPIRO  
ALFRED SHAW

J. SAMUEL UNGER  
MAURICE USLAN  
ANTHONY J. VARNAS  
ALBERT W. VARASSE  
FREDERICK H. VOSS

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS, URBANA

PARTICIPANTS:

CLEMSON AGRICULTURAL COLLEGE  
LAYTON SCHOOL OF ART, MILWAUKEE  
OKLAHOMA AGRIC. & MECH. COLLEGE  
PRINCETON UNIVERSITY  
RICE INSTITUTE

TEXAS TECHNOLOGICAL COLLEGE  
UNIVERSITY OF ILLINOIS, URBANA  
UNIVERSITY OF ILLINOIS, NAVY PIER  
UNIVERSITY OF KENTUCKY  
UNIVERSITY OF NOTRE DAME  
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - BY NEWTON P. BEVIN

THE IMPORTANT FACTORS CONSIDERED BY THE JURY WERE THE EFFICIENT HANDLING OF THE MERCHANDISE AND THE EFFECTIVENESS BY DAY AND NIGHT OF THE ARCHITECTURAL CHARACTER OF THE LARGE BUT SIMPLE MASSES.

THE FIRST PRIZE WAS AWARDED TO T.M. WAGGONER, UNIVERSITY OF ILLINOIS, URBANA, FOR SUCCESSFULLY MEETING THESE CONDITIONS. THE BUILDING IS WELL PLACED ON THE LOT; APPROACHES ARE EASY AND DIRECT, UNOCCUPIED AREAS ARE FEW, BUT ATTRACTIVE. THE PLAN IS COMPACT AND ECONOMICAL. THE ARCHITECTURE WAS CONSIDERED RATHER SEVERE, BUT EXPRESSIVE OF THE PURPOSE OF THE BUILDING AND IN GOOD PROPORTION. BY NIGHT AN INTERESTING ILLUMINATION EFFECT WAS CREATED THROUGH THE USE OF WELL PLACED GLASS BLOCK.

THE WAREHOUSE FOR LARGE ITEMS IS ESSENTIALLY A SIMPLE RECTANGLE. GOODS ARE RECEIVED BY TRUCK AND RAIL AT THE CENTER OF THE LONG NORTH SIDE AND FLOW OUT OF THE SOUTH SIDE AFTER A MINIMUM OF TRAVEL AND HANDLING. THE RAILROAD SIDING IS ARRANGED WITH TWO SPURS WHICH AVOID THE CONGESTION CAUSED BY A SINGLE LINE. STORAGE IS ENTIRELY ON ONE LEVEL, AS RECOMMENDED BY THE PROGRAM. RUG AND CARPET CUTTING IS PROPERLY LOCATED AT ONE SIDE, EASY TO REACH AND ADJACENT TO SHIPPING. FURNITURE AND APPLIANCE REPAIR, IN THE OPINION OF THE JURY, MIGHT HAVE BEEN MORE SATISFACTORILY LOCATED ON THE ROAD SIDE OF THE BUILDING, OUT OF TRAFFIC, ADJACENT TO SHIPPING AND EASIER TO ENCLOSE SHOULD SPECIAL HEATING OR AIR-CONDITIONING BE REQUIRED. LIGHTING BY MEANS OF LONG BANDS OF SKYLIGHTS WOULD MAKE AN EFFECTIVE DAY AND NIGHT PATTERN FROM THE AIR. THE BOILER ROOM WAS WELL LOCATED TO SERVE BOTH BUILDINGS AND IS REACHED BY ITS OWN RAILROAD SPUR. ADMINISTRATION SERVES WELL FOR BOTH BUILDINGS.

THE UNITED STATES OF AMERICA

DEPARTMENT OF THE INTERIOR

Geological Survey  
Washington, D. C.  
1900

Report of the Director of the Geological Survey for the year 1900

Published by the Government Printing Office  
Washington, D. C.  
1900

For sale by the Superintendent of Documents  
Washington, D. C.

Price, 10 cents per copy  
By mail, 12 cents per copy

Entered as second-class matter, June 15, 1879, under  
postoffice No. 100, at Washington, D. C., under  
special permission of the Postoffice and  
General Office, and acceptance for  
special rate of postage provided for in  
Act of October 3, 1917, authorized  
on July 16, 1900.

Postpaid at Washington, D. C.  
No. 100  
1900



THE WAREHOUSE FOR SMALL ITEMS HAS ITS RAILROAD SPUR, TRUCK RECEIVING AND SHIPPING CONVENIENTLY ARRANGED FOR THE ELEVATOR AND CONVEYOR SYSTEM REQUIRED. THE PARKING AREA IS EASILY ACCESSIBLE AND NOT OBJECTIONABLE. IT IS WELL TO POINT OUT THAT NO TRUCKS CROSS ANY RAILROAD TRACKS IN THEIR NORMAL MOVEMENTS; SUCH A FAULT, WHICH APPEARS IN MANY OTHER SUBMISSIONS, IS A MINOR ONE, BUT HELPS TO INDICATE THE GOOD SOLUTION IN THIS CASE.

THE SECOND PRIZE WAS AWARDED TO F.J.TRESNAK, UNIVERSITY OF ILLINOIS, URBANA, FOR A CLEARLY WORKABLE SCHEME, SIMPLE STRUCTURE, EFFECTIVE MASS, AND PROPER ARCHITECTURE. THE PLAN IS NOT AS IMPECCABLY COORDINATED AS THE FORMER, CONSEQUENTLY THE DISTANCE BETWEEN RECEIVING AND SHIPPING IS GREATER. NIGHT ILLUMINATION WAS NOT INDICATED AS SUCH, BUT IT COULD BE EFFECTIVE THROUGH THE BANDS OF GLASS SHOWN.

THE FIRST MENTION PLACED BY A.K.CLEMENT, OKLAHOMA AGRIC. & MECH. COLLEGE, IS A STRAIGHTFORWARD SOLUTION. THE JURY FELT THAT THE HIGHWAY ELEVATION WOULD SUFFER IN APPEARANCE BY THE VISIBLE TRUCK DOCKS AT THE SHIPPING PORT. IT ALSO FELT THAT FURNITURE REPAIR WOULD BE BETTER LOCATED NEAR THE SHIPPING DEPARTMENT WHERE THE LEAST HANDLING AND TRAVEL WOULD BE NECESSARY FOR FINISHED PRODUCTS. THE ARRANGEMENT OF GALLERIES FOR GENERAL STORAGE WAS INGENIOUS AND ACCEPTABLE, ALTHOUGH NOT NECESSARY FOR THE AREAS ALLOWED IN THE PROGRAM.

E.B.REED, PRINCETON UNIVERSITY, RECEIVED A FIRST MENTION PLACED FOR AN INTERESTING SOLUTION OF A BUILDING IRREGULARLY PLACED ON THE LOT. THE EXTERIOR HAD AN INTERESTING CHARACTER. NIGHT LIGHTING WAS EFFECTIVELY ARRANGED. HOWEVER, THE JURY QUESTIONED THE EXPENSE INVOLVED BY THE SAWTOOTH SETBACKS IN PLAN. CONTRARY TO THE RECOMMENDATION OF THE PROGRAM, A MEZZANINE WAS SHOWN FOR ADDITIONAL STORAGE. THIS WAS QUESTIONED BECAUSE OF THE EXTRA HANDLING, EXTRA EXPENSE, AND EXTRA EQUIPMENT FOR SUCH A MEZZANINE. THE RUG AND REPAIR SHOPS WERE WELL PLACED ALONG THE SIDES OF THE BUILDING, OUT OF TRAFFIC, BUT CONVENIENT TO RECEIVING AND SHIPPING.

MANY PROBLEMS USED EXTERIOR WALLS OF GLASS. THIS WAS CONSIDERED A FAULT BECAUSE THE LIGHT WAS UNNECESSARY AND USEFUL WALL SPACE FOR STORAGE WAS THEREBY NEGLECTED. SIMPLE AND COMPLETE CONTROL OF ALL RECEIVING AND SHIPPING WOULD HAVE BEEN IMPOSSIBLE IN MANY OF THE SCHEMES.

#### SUMMARY OF AWARDS:

4 FIRST MENTION PLACED	4 FIRST MENTION	44 MENTION	98 NO AWARD
150 TOTAL SUBMITTED			

CLEMSON AGRIC. COLLEGE: MENTION- E.B.WATT, T.E.WHITMIRE, H.C.MERRITT, JR.

OKLAHOMA AGRIC. & MECH. COLLEGE: FIRST MENTION PLACED- A.K.CLEMENT.

MENTION- C.S.DELANEY, D.D.FAHLER, F.M.HOLMES, E.B.HUCKSTEP,

B.F.HURLOCK, T.KELEHER, J.KULAS, J.E.MYRDA.

PRINCETON UNIVERSITY: FIRST MENTION PLACED- E.B.REED.

RICE INSTITUTE: FIRST MENTION- J.T.MONTZ. MENTION- G.T.PAINE, B.M.WINGFIELD.

TEXAS TECHNOLOGICAL COLLEGE: MENTION- R.L.GOYETTE, R.C.MESSERSMITH.

UNIVERSITY OF ILLINOIS, NAVY PIER: FIRST MENTION- F.P.PIECH.

MENTION- W.HENRIKSEN.



UNIVERSITY OF ILLINOIS, URBANA: FIRST MENTION PLACED- T.WAGGONER, FIRST PRIZE  
F.J.TRESNAK, SECOND PRIZE; FIRST MENTION- H.HESTRUP, C.C.RUDD;  
MENTION- J.A.BEMBENEK, E.F.BLICHARSKI, E.G.BUECHEL, T.W.CLARIDGE,  
A.G.DIERKES, H.DUFER, D.R.ENGBLAD, R.D.EVANS, W.J.GAVIN, W.E.GREEN,  
P.H.HALVERSON, D.HEIL, H.J.IVERSEN, D.KAMINSKI, W.A.KELLY, JR.,  
C.KIRCHNER, T.E.KURZ, S.V.LANGE, M.S.MARKOWSKI, R.J.OFFRINGA,  
R.M.ORTINAU, D.J.STEINGISSER, J.VOSKA, R.J.WISHER, S.C.WOLF.

UNIVERSITY OF KENTUCKY: MENTION- B.R.ROMANOWITZ.

UNIVERSITY OF NOTRE DAME: MENTION- E.C.COMO

WESTERN RESERVE UNIVERSITY: MENTION- R.H.COWAN.

### INDEX OF REPRODUCTIONS:

CLASS B PROBLEM III - A WAREHOUSE FOR A DEPARTMENT STORE  
ARCHITECTURAL FORUM PRIZE - APRIL 24, 1951

- |     |                                      |                                 |
|-----|--------------------------------------|---------------------------------|
| 55. | T.M.WAGGONER, UNIVERSITY OF ILLINOIS | FIRST MENTION PLACED, 1ST PRIZE |
| 56. | F.J.TRESNAK, UNIVERSITY OF ILLINOIS  | FIRST MENTION PLACED, 2ND PRIZE |
| 57. | A.K.CLEMENT, OKLAHOMA A & M COLLEGE  | FIRST MENTION PLACED            |
| 58. | E.B.REED, PRINCETON UNIVERSITY       | FIRST MENTION PLACED            |

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR  
AVAILABLE AT 30 CENTS A PRINT. REPORTS AT 15 CENTS EACH.  
REMITTANCE MUST ACCOMPANY ORDER.



THE UNITED STATES OF AMERICA  
DO hereby certify that  
[Name] is a citizen of the United States  
and is entitled to the rights and  
privileges of citizenship.  
GIVEN UNDER MY HAND AND SEAL  
this [Date] day of [Month], 19[Year].  
[Signature]  
[Title]

ATTEST:

NOTARY PUBLIC IN AND FOR THE STATE OF [State]  
I, [Name], do hereby certify that  
[Name] is a citizen of the United States  
and is entitled to the rights and  
privileges of citizenship.  
GIVEN UNDER MY HAND AND SEAL  
this [Date] day of [Month], 19[Year].  
[Signature]  
[Title]

IN WITNESS WHEREOF, I have hereunto set my hand  
and the seal of my office, at [City], [State],  
this [Date] day of [Month], 19[Year].

department of architecture: 1950-1951 fifty-eighth school year

class	B
sketch	3

*exercise any 9 consecutive hours  
between january 22 and april 2, 1951  
judgment on or about  
week of april 16, 1951*

**a lamp post for a fine avenue**

**GIORGIO CAVAGLIERI**, New York, N. Y., the author, received his degree of civil engineer in 1932 in Milan, and attended the Royal Superior School of Architecture in Rome until 1934. He practiced in Italy until 1939 and in Baltimore and New York. Since 1946 he has had his own office. His executed work includes air transportation facilities, apartment houses, office buildings, residential, consulting services, editorial work and teaching rendering and delineation.

A city of one million people has decided to install lamp posts for the illumination of 1500 feet of one of its fine avenues on which important public and commercial buildings are located.

The portion of avenue for consideration, accommodating intense pedestrian traffic, is straight and level; it is crossed at 300 feet intervals by 60 foot wide streets. The avenue is 120 feet wide, building line to building line, with 30 foot wide sidewalks at each side, and it ends at a cross-avenue which borders a public park. No trees are planted along the avenue or on its sidewalks. The avenue is flanked on both sides by buildings of six or more stories. Several important stores and buildings of public assembly are located along the avenue.

Because of the public and monumental character of the location, illuminated signs for the commercial establishments are not to be installed on the buildings. When the stores are closed, light from the lamp posts must maintain the illumination of the avenue at an intensity relative to its importance.

The lamp posts may be as high as 30-35 feet, and the lighting elements may project as much as 5 to 6 feet at any point from the post axis, provided no projection is lower than 18 feet from the street level. The size or multiplicity of the lighting elements must be studied in reference to the distance from one lamp post to another. No electrical calculation or definition of the problem is required, however, it will be advantageous to indicate in the perspective the direction of the unshielded rays of light, and to indicate the light spread in plan. Along the avenue distances up to a maximum of 80 to 100 feet from one post to the next are suggested.

Imagination of design, effectiveness and uniformity of light distribution, and facility of maintenance will be considered. The lamp posts must be a pleasant addition to the avenue not only in the evening hours but also in daytime.

**REQUIRED: (Sheet size 22" x 30")**

1. A perspective at as large a scale as possible, optional viewpoint, showing the avenue with the lamp posts and their relation to the adjoining buildings.
2. A plan at 1/32" scale to indicate the location of the lamp posts in a typical stretch of the avenue.
3. Elevation and plan at the scale of 1/4" to the foot of one lamp post, indicating the suggested materials and the diagrammatic construction and installation of the structure.

**Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.**

B

class

3

sketch

exercise only 2 consecutive hours  
between January 22 and April 2, 1951  
judgment on or about  
week of April 16, 1951

## a lamp post for a fine avenue

The lamp posts may be as high as 30-35 feet, and the lighting elements may project as much as 5 to 6 feet at any point from the post axis, provided no projection is lower than 18 feet from the street level. The size or multiplicity of the lighting elements must be studied in reference to the distance from one lamp post to another. No electrical calculation or definition of the problem is required, however, it will be advantageous to indicate in the perspective the direction of the unshielded rays of light, and to indicate the light spread in plan. Along the avenue distances up to a maximum of 80 to 100 feet from one post to the next are suggested.

Imagination of design, effectiveness and uniformity of light distribution, and facility of maintenance will be considered. The lamp posts must be a pleasant addition to the avenue not only in the evening hours but also in daytime.

REQUIRED: (Sheet size 22" x 30")

1. A perspective at as large a scale as possible, optional viewpoint, showing the avenue with the lamp posts and their relation to the adjoining buildings.
2. A plan at 1/32" scale to indicate the location of the lamp posts in a typical stretch of the avenue.
3. Elevation and plan at the scale of 1/4" to the foot of one lamp post, indicating the suggested materials and the dramatic construction and installation of the structure.

GIORGIO CAVALLIERI, New York, N. Y., the author, received his degree of civil engineer in 1932 in Milan, and attended the Royal Superior School of Architecture in Rome until 1934. He practiced in Italy until 1939 and in Baltimore and New York. Since 1946 he has had his own office. His executed work includes air transportation facilities, apartment houses, office buildings, residential, consulting services, editorial work and teaching rendering and delineation.

A city of one million people has decided to install lamp posts for the illumination of 1500 feet of one of its five avenues on which important public and commercial buildings are located.

The portion of avenue for consideration, accommodation intense pedestrian traffic, is straight and level; it is crossed at 300 foot intervals by 60 foot wide streets. The avenue is 120 feet wide, building line to building line, with 30 foot wide sidewalks at each side, and it ends at a cross-avenue which borders a public park. No trees are planted along the avenue or on its sidewalks. The avenue is flanked on both sides by buildings of six or more stories. Several important stores and buildings of public assembly are located along the avenue.

Because of the public and monumental character of the location, illuminated signs for the commercial establishments are not to be installed on the buildings. When the stores are closed, light from the lamp posts must maintain the illumination of the avenue at an intensity relative to its importance.



CLASS B SKETCH III

A LAMP POST FOR A FINE AVENUE

AUTHOR - GIORGIO CAVAGLIERI, NEW YORK, N.Y.

JURY OF AWARD - APRIL 24, 1951

DEAN AXLINE                      GIORGIO CAVAGLIERI                      ELDREDGE SNYDER                      WILLIAM D. WILSON

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS, URBANA

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE  
PRINCETON UNIVERSITY  
TEXAS TECHNOLOGICAL COLLEGE  
UNIVERSITY OF ILLINOIS, URBANA

UNIVERSITY OF ILLINOIS, NAVY PIER  
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY WILLIAM D. WILSON

LET HIM WHO DOUBTS THE DIFFICULTY OF THIS PROBLEM COUNT THE NUMBER OF WELL DESIGNED LAMP POSTS HE HAS SEEN. HOWEVER, WHILE RECOGNIZING THIS DIFFICULTY, THE JURY WAS DISCOURAGED BY THE EVIDENT LACK OF A CLEAR, RATIONAL APPROACH TO THE PROBLEM OF LIGHTING A FINE AVENUE. IN TOO MANY INSTANCES, THE SOLUTION SEEMED TO HAVE DEGENERATED INTO THE DESIGN OF A BIZARRE, EYE-CATCHING FORM ON WHICH TO HANG A LIGHTING FIXTURE OF DOUBTFUL FUNCTIONAL VALUE. HAD THE DESIGNERS TRIED LESS HARD TO DISPLAY "IMAGINATION" THEY MIGHT HAVE PRODUCED MORE ACCEPTABLE SOLUTIONS.

MANY SKETCHES SHOWED AN UNNECESSARILY HEAVY TYPE OF CONSTRUCTION FOR THE BASE AND STANDARD. MANY OTHER SKETCHES TENDED TO EMPHASIZE THE DECORATIVE CHARACTER OF THE STANDARD ITSELF AT THE EXPENSE OF THE LUMINAIRES. AN OVER-ELABORATE FORM BECOMES QUITE DREARY WHEN IT IS REPEATED MANY TIMES.

ALTHOUGH THE JURY DID NOT MARK HEAVILY THE ENGINEERING ASPECTS OF THE LAMPS, SEVERAL JURORS EXPRESSED DOUBT AS TO THE FEASIBILITY OF FLUORESCENT TUBING AS A LIGHT SOURCE FOR STREET LAMPS. ALSO, IT FELT THAT THE EERY QUALITY OF MERCURY VAPOR LIGHTING WOULD BE INAPPROPRIATE FOR A FINE AVENUE.

THE SOLUTION OF W. H. AHRENS OF PRINCETON UNIVERSITY RECEIVED THE ONLY FULL MENTION. THE SKETCH WAS COMMENDED FOR ITS VERY EFFECTIVE PRESENTATION OF A LAMP POST WHICH, WHILE LACKING SOMEWHAT IN REFINEMENT OF FORM, SHOWED A PLEASING AND UNCOMPLICATED APPROACH TO THE PROBLEM.

SUMMARY OF AWARDS:

1 MENTION 5 HALF MENTION 68 NO AWARD 74 TOTAL SUBMITTED

PRINCETON UNIVERSITY: MENTION- W.H.AHRENS.

UNIVERSITY OF ILLINOIS, NAVY PIER: HALF MENTION- S.BOTES, R.D.BLAKE,  
J.H.DABBERT, H.POST.

UNIVERSITY OF NOTRE DAME: HALF MENTION- E.R.LITTLE

THE [illegible] OF [illegible] [illegible]

BY [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

department of architecture: 1950-1951 fifty-eighth school year

class **A**  
sketch **3**

*exercise any 9 consecutive hours between  
january 29 and march 26, 1951  
judgment on or about  
april 16, 1951*

## entrance to a vehicular tunnel

**A. R. CLAS**, the author, of Washington, D. C. studied architecture and engineering at Harvard University. After a brief association with his father in the firm of Ferry & Clas, Architects, Milwaukee, Wis., he spent the next 14 years in the manufacturing field. He prepared for his return to architecture by a period of travel and study principally under French Architect DuQuesne. On his return in 1925 he was associated with D. H. Burnham & Co., Walter W. Ahlschlager, and Holabird & Root in Chicago. From 1934-38 he was Director of Housing and Assistant Administrator of Public Works, Washington, D. C. handling a huge program of slum clearance and low rent housing throughout the United States. His present practice was founded in 1938 and includes both architectural and engineering services and embraces housing, military, school, civic and commercial works.

**Background:** A rapidly expanding metropolis at the hub of several federal and state highway routes is faced with the problem of either alleviating traffic congestion in the heart of the business and commercial district or of losing much of the revenue which this area provides. The trend from urban to suburban living in the last few years has increased so rapidly that the city has become keenly aware of the urgent need of a working plan for traffic arteries to cope with the added volume of commuter traffic from the suburban areas and the problem of the ever-increasing transient traffic through the center of the business district.

A competent commission established to study the problem has offered a comprehensive plan which provides for crossings, bridges, cuts, by-passes, underground parking with planting areas above, and in particular a tunnel by-pass to expedite heavy transient traffic going north and south through the city. The State Road Commission will aid the city financially with the project and the Federal Highway Commission has agreed to have its approaches conform to the approved plan.

**The Problem:** Because of their prominent location, it has been agreed that the north and south approaches and entrances to the tunnel shall be monumental in character, yet straightforward and practicable in design.

Blighted areas along the approaches are to be replaced by park areas.

The new north-south highway approaches to the tunnel consist of a divided dual lane highway (two lanes of traffic in each direction), with a landscaped mall between. The two lanes begin to converge one-half mile before entering the tunnel, and divide again on the other side. In the immediate vicinity of the tunnel the dividing strip between the lanes will be 3' wide and the total width of the approaches under one control of the commission will be 150'. The highway has a gradual downgrade to the entrance. Keeping in mind the scope of the comprehensive plan as well as the civic interest and pride which was responsible for it, your problem is to design the south entrance to the tunnel.

The only limiting dimensions are:

Height of tunnel opening: 14' at lowest point of clearance

Maximum width of tunnel opening: 48'

Width of guard walk along both sides of tunnel: 2'

Width of divider curb in center of tunnel: 3'

Difference in elevation from grade of tunnel entrance to top of finished grade above tunnel: 36'

**MATERIALS — INSCRIPTIONS — PLANTING — SCULPTURE — RETAINING WALLS, etc.**

These factors are left to the discretion of the designer.

**REQUIRED:** (Sheet 22" x 30")

1. A perspective at as large a scale as possible taken at any angle which most advantageously shows the design.

2. Plan of tunnel entrance and retaining walls, planting, etc., included as part of entrance at scale 1/16" to the foot.

**Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.**



1. A perspective at as large a scale as possible taken at any angle which most advantageously shows the design.
2. Plan of tunnel entrance and retaining walls, planting, etc., included as part of entrance at scale 1/16" to the foot.

REQUIRED: (Sheet 22" x 30")

These factors are left to the discretion of the designer. MATERIALS — INSCRIPTIONS — PLANTING — SCULPTURE — RETAINING WALLS, etc.

Difference in elevation from grade of tunnel entrance to top of finished grade above tunnel: 36'  
Width of divider curb in center of tunnel: 3'  
Width of guard walk along both sides of tunnel: 2'  
Maximum width of tunnel opening: 48'

Height of tunnel opening: 14' at lowest point of clearance.  
The only limiting dimensions are:

to design the south entrance to the tunnel.  
and pride which was responsible for it. Your problem is of the comprehensive plan as well as the civic interest down to the entrance. Keeping in mind the scope of the highway has a gradual total width of the approaches under one control of the dividing strip between the lanes will be 3' wide and the other side. In the immediate vicinity of the tunnel the before entering the tunnel, and divide again on the between. The two lanes begin to converge one-half mile of traffic in each direction), with a landscaped mall consist of a divided dual lane highway (two lanes The new north-south highway approaches to the tunnel consist of a divided dual lane highway (two lanes Righted areas along the approaches are to be replaced by park areas.

## entrance to a vehicular tunnel

enter, yet straightforward and practicable in design. The Problem: Because of their prominent location, it has been agreed that the north and south approaches and entrances to the tunnel shall be monumental in character, yet straightforward and practicable in design.

its approaches conform to the approved plan.  
the Federal Highway Commission has agreed to have a mission will aid the city financially with the project and north and south through the city. The State Road Commission will aid the city financially with the project and parking with planting areas above, and in particular a tunnel by-pass to expedite heavy transient traffic going problem has offered a comprehensive plan which provides for crossings, bridges, cuts, by-passes, underground

of the business district.  
of the ever-increasing transient traffic through the center of the business district.  
The trend from urban to suburban living in the last few years has increased so rapidly that the city has become keenly aware of the urgent need of a working plan for handling a huge program of slum clearance and low rent housing throughout the United States. His present practice was founded in 1938 and includes both architectural and engineering services and embraces housing, military, school, civic and commercial works. Administrator of Public Works, Washington, D. C. 1934-38 he was Director of Housing and Assistant Architect and engineering at Harvard University. After the next 14 years in the manufacturing field. He Ferty & Class, Architects, Milwaukee, Wis. he spent a brief association with his father in the firm of Ferty & Class, the author of Washington, D. C. studied architecture and engineering at Harvard University. After

sketch  
class  
3  
A

April 16, 1951  
Judgment on or about  
January 29 and March 26, 1951  
exercise any 9 consecutive hours between

CLASS A SKETCH III

ENTRANCE TO A VEHICULAR TUNNEL

AUTHOR - A. R. CLAS, WASHINGTON, D.C.

JURY OF AWARD - APRIL 24, 1951

LEWIS G. ADAMS  
EDWIN S. BURDELL

A. R. CLAS

HOWARD H. JUSTER  
WALTER D. WOOD

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS, URBANA

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE  
OKLAHOMA AGRIC. & MECH. COLLEGE  
RICE INSTITUTE, HOUSTON  
TEXAS TECHNOLOGICAL COLLEGE

UNIVERSITY OF ILLINOIS, URBANA  
UNIVERSITY OF NOTRE DAME  
UNAFFILIATED:  
CHICAGO, ILLINOIS

REPORT OF THE JURY - BY HOWARD H. JUSTER

THE JURY WAS OF THE OPINION THAT THE PROBLEM INVOLVED IN THIS SKETCH WAS ONE OF ALMOST PURE ESTHETIC CONSIDERATION, SINCE ALL OF THE TECHNICAL POINTS WERE SOLVED IN THE PROGRAM. THERE WAS AN EXCELLENT OPPORTUNITY FOR EXPRESSION BY RELYING SOLELY UPON GOOD PROPORTIONS AND THE SIMPLE AND DIRECT HANDLING OF MATERIALS.

IN GENERAL, MOST OF THE SUBMISSIONS DID NOT MEASURE UP TO THE AFOREMENTIONED STANDARDS. THE JURY FELT THAT THERE WAS TOO MUCH PREOCCUPATION WITH BORROWED DECORATIVE FORMS AND WELL WORN CLICHES. PARTICULARLY UNFORTUNATE WAS THE INAPPROPRIATE USE OF SCULPTURE AND REFLECTING POOLS WHICH SERVED IN MOST CASES AS A HAZARD TO TRAFFIC RATHER THAN AS AN INTEGRATED DECORATIVE FEATURE. IN MANY CASES, SCALE WAS COMPLETELY DISREGARDED IN THE QUEST FOR A PRETTY PICTURE, PARTICULARLY IN THE RELATIONSHIP BETWEEN THE HEIGHT OF THE TUNNEL OPENING AND THE TOP OF THE FINISHED GRADE ABOVE THE TUNNEL.

IN THE OPINION OF THE JURY, THE BEST DESIGN SUBMITTED WAS THAT BY D.L. ADAMSON OF OKLAHOMA A. & M. COLLEGE. IT WAS A SIMPLE, DIRECT AND EXTREMELY APPEALING SOLUTION, ACHIEVED PRIMARILY BY GOOD PROPORTIONS AND BY THE FACILE HANDLING OF ONE MATERIAL, NAMELY, CONCRETE.

A.A. HALE, OF THE UNIVERSITY OF ILLINOIS, AWARDED A MENTION, ALSO HAD A NOTEWORTHY SOLUTION; QUITE BOLD IN PROPORTION AND EXPRESSING A GOOD SENSE OF MATERIALS IN HIS JUXTAPOSITION OF THE CONCRETE MASS OF THE TUNNEL PROPER WITH THE NATURAL RUGGEDNESS OF THE FLANKING STONE EMBANKMENT.

P. BACALZO, UNIVERSITY OF ILLINOIS, WAS AWARDED A MENTION FOR HIS USE OF GOOD PROPORTION AND THE DIRECT EXPRESSION OF THE PLASTIC QUALITIES OF CONCRETE.

W.G. QUAM OF THE UNIVERSITY OF ILLINOIS, AWARDED A MENTION, RELIED UPON STRUCTURAL EXPRESSION AND ALSO SHOWED AN AWARENESS OF THE TRANSITION FROM ROAD TO TUNNEL.





SUMMARY OF AWARDS:

4 MENTION 3 HALF MENTION 57 NO AWARD 64 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: MENTION- D.L.ADMAMSON.  
UNIVERSITY OF ILLINOIS, URBANA: MENTION- P.BACALZO, A.A.HALE, W.G.QUAM.  
HALF MENTION- W.C.DELANEY, J.D.LECHNIAK, C.D.MAY.

INDEX OF REPRODUCTIONS:

CLASS B SKETCH III - A LAMP POST FOR A FINE AVENUE  
APRIL 24, 1951

59. W.H.AHRENS, PRINCETON UNIVERSITY MENTION

CLASS A SKETCH III - ENTRANCE TO A VEHICULAR TUNNEL  
APRIL 24, 1951

60. D.L.ADMAMSON, OKLAHOMA A. & M. COLLEGE MENTION

61 A.A.HALE, UNIVERSITY OF ILLINOIS MENTION

62. P.BACALZO, UNIVERSITY OF ILLINOIS MENTION

63. W.G.QUAM, UNIVERSITY OF ILLINOIS MENTION

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR  
AVAILABLE AT 30 CENTS EACH PRINT; REPORTS AT 15 CENTS EACH.  
REMITTANCE MUST ACCOMPANY ORDER.



MISS PRIZE-WARDEN  
WHITNEY  
COMpetition

K I N G

A

B



BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

BOAT BASIN

14  
15-00

PLOT

SECTION MAIN STADIUM



AN OLYMPIC SETTING

GREEN PRIZE  
PRINCETON UNIVERSITY  
GILBERT WHEAT CLASS B

A

B

C

D

E

F

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

AA

AB

AC

AD

AE

AF

AG

AH

AI

AJ

AK

AL

AM

AN

AO

AP

AQ

AR

AS

AT

AU

AV

AW

AX

AY

AZ

BA

BB

BC

BD

BE

BF

BG

BH

BI

BJ

BK

BL

BM

BN

BO

BP

BQ

BR

BS

BT

BU

BV

BW

BX

BY

BZ

CA

CB

CC

CD

CE

CF

CG

CH

CI

CJ

CK

CL

CM

CN

CO

CP

CQ

CR

CS

CT

CU

CV

CW

CX

CY

CZ

DA

DB

DC

DD

DE

DF

DG

DH

DI

DJ

DK

DL

DM

DN

DO

DP

DQ

DR

DS

DT

DU

DV

DW

DX

DY

DZ

EA

EB

EC

ED

EE

EF

EG

EH

EI

EJ

EK

EL

EM

EN

EO

EP

EQ

ER

ES

ET

EU

EV

EW

EX

EY

EZ

FA

FB

FC

FD

FE

FF

FG

FH

FI

FJ

FK

FL

FM

FN

FO

FP

FQ

FR

FS

FT

FU

FV

FW

FX

FY

FZ

GA

GB

GC

GD

GE

GF

GG

GH

GI

GJ

GK

GL

GM

GN

GO

GP

GQ

GR

GS

GT

GU

GV

GW

GX

GY

GZ

HA

HB

HC

HD

HE

HF

HG

HH

HI

HJ

HK

HL

HM

HN

HO

HP

HQ

HR

HS

HT

HU

HV

HW

HX

HY

HZ

IA

IB

IC

ID

IE

IF

IG

IH

II

IJ

IK

IL

IM

IN

IO

IP

IQ

IR

IS

IT

IU

IV

IW

IX

IY

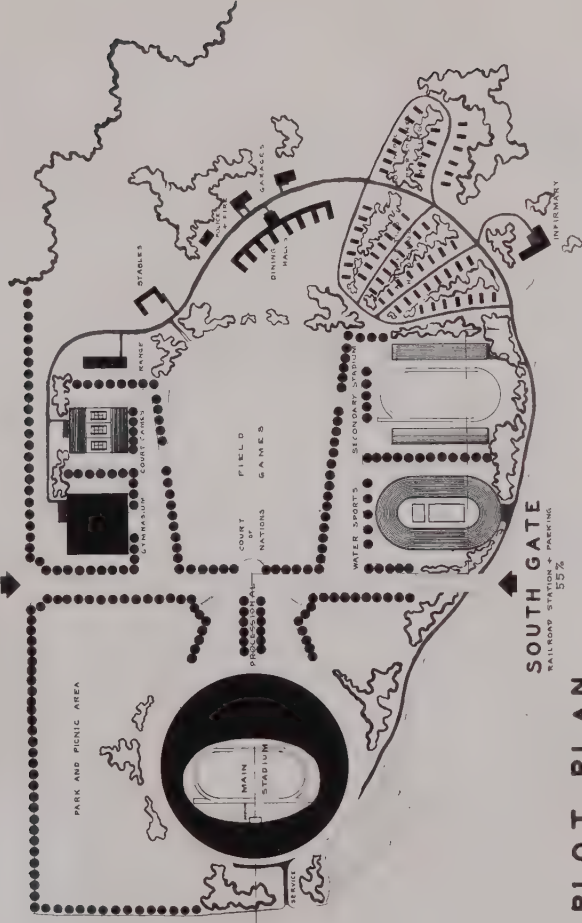
IZ</





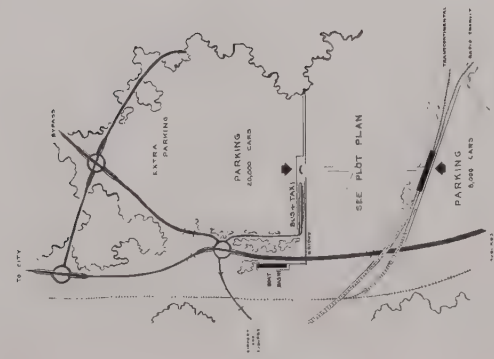
SECOND  
PAGE...  
WHITNEY WARREN  
COMPETITION

NORTH GATE  
BUS, TAXI, BOAT AND PARKING AREAS  
45%



SOUTH GATE  
RAILWAY STATION, PARKING  
55%

PLOT PLAN  
SCALE: 1" = 200'



SITE PLAN  
SCALE: 1" = 800'



SECTION

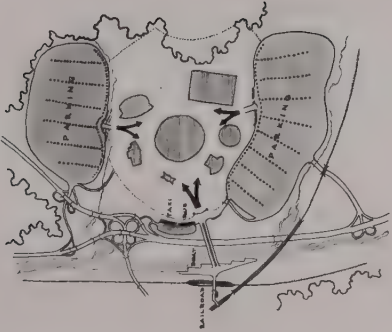
SCALE: 1" = 100'

42-51 WARREN 15  
WHITNEY WARREN  
COMPETITION  
NOV 13 1950  
42

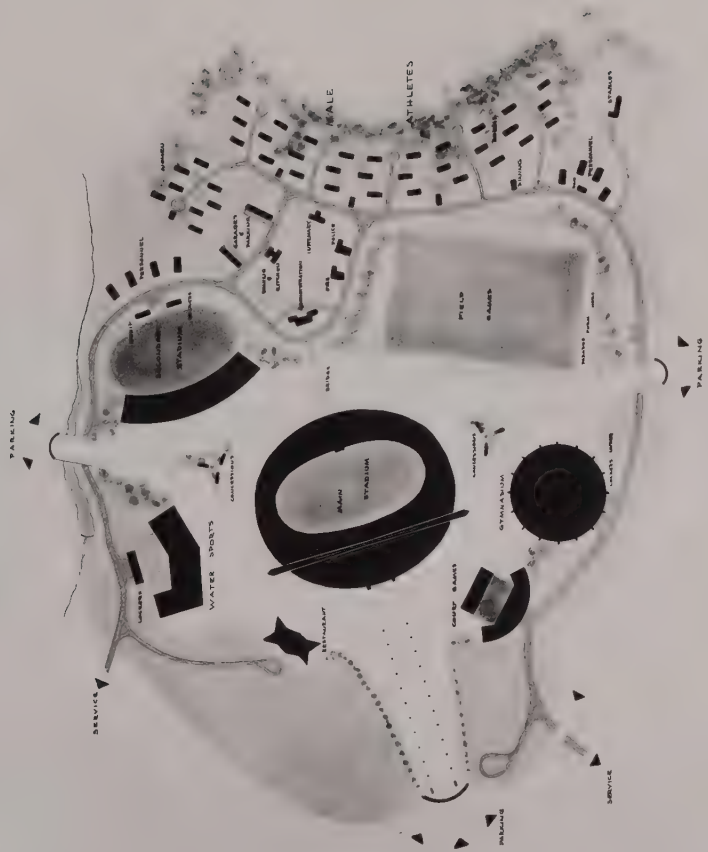




THIRD  
 RAY  
 WARREN  
 COMPETITION



SITE DIAGRAM



PLOT PLAN



SECTION

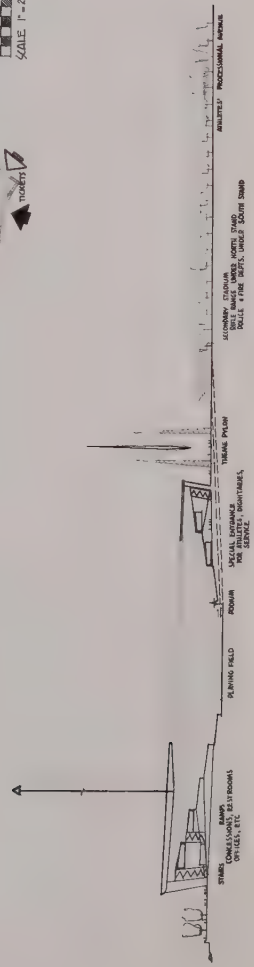
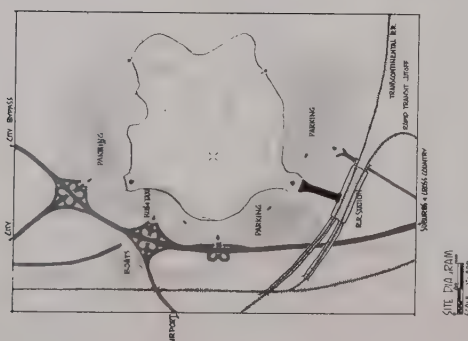
DESIGNED BY  
 ARCHITECTS  
 1941 UNIVERSITY PARK  
 1941 UNIVERSITY PARK  
 1941 UNIVERSITY PARK

43



4th place

A LETTER TO DR OLIVIER JAMES  
the WOODEN PELE  
PRINCETON UNIVERSITY  
15 FEBRUARY 1961  
WOLIAM 41 SUDBURY



SECTION SCALE 1" = 100'



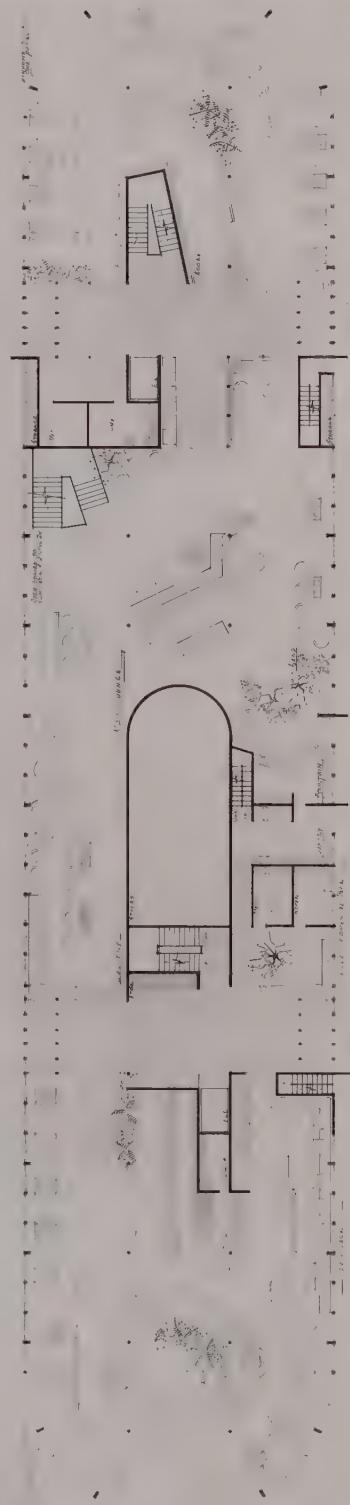
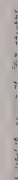
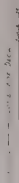
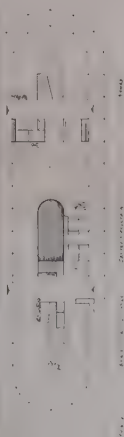


PLOT PLAN 1" = 200'









V A 1 3.22  
UNIVERSITY OF ILLINOIS  
CLASS A PROBLEM IN  
DEUMENADE DECK OF  
CRUISE SHIP

46  
15-55-51  
Model  
15

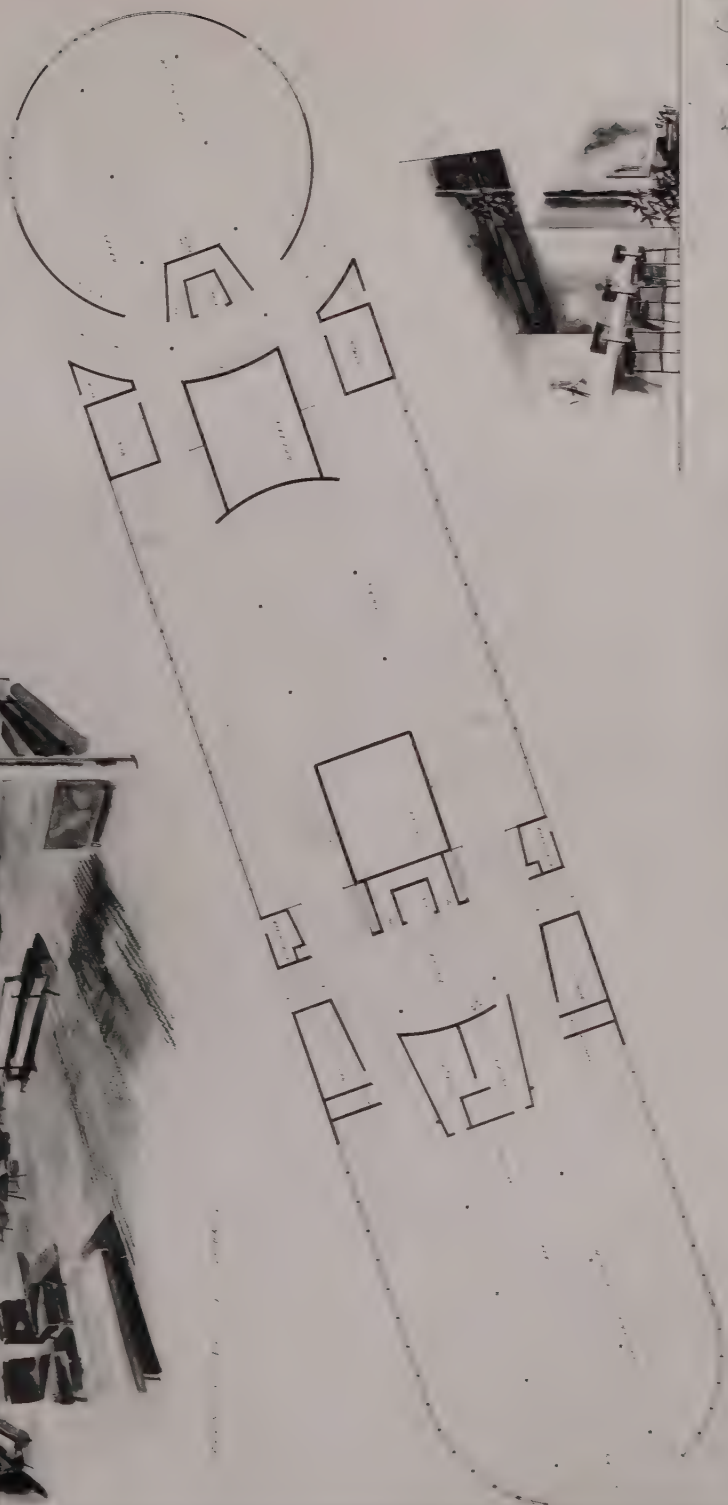








# PROMENADE DECK OF CRUISE SHIP



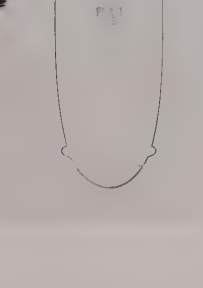
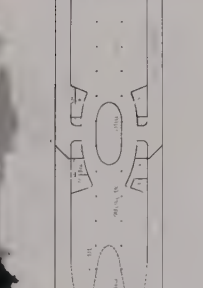
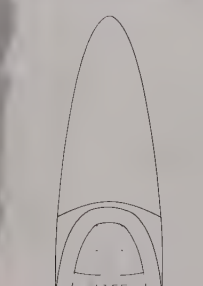
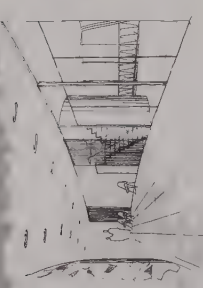
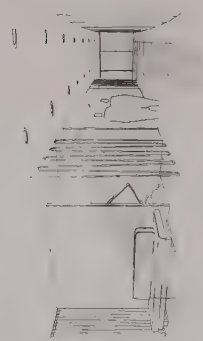
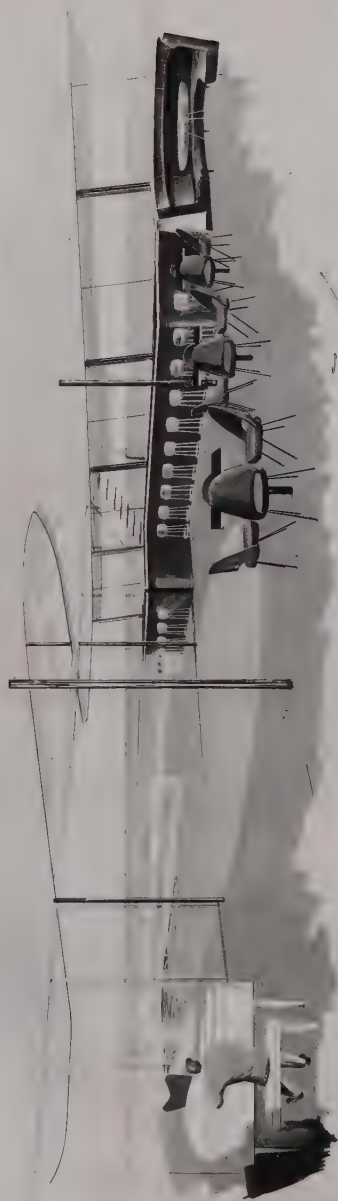
1st 10/26



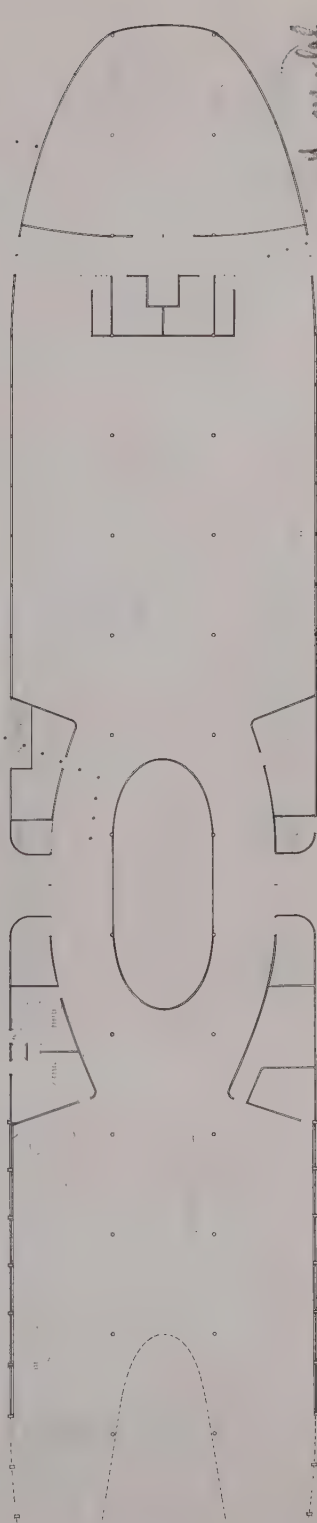
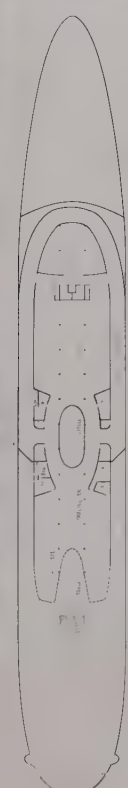


# promenade deck of cruise ship

perspective  
1944-45



plan of entire deck  
1944-45

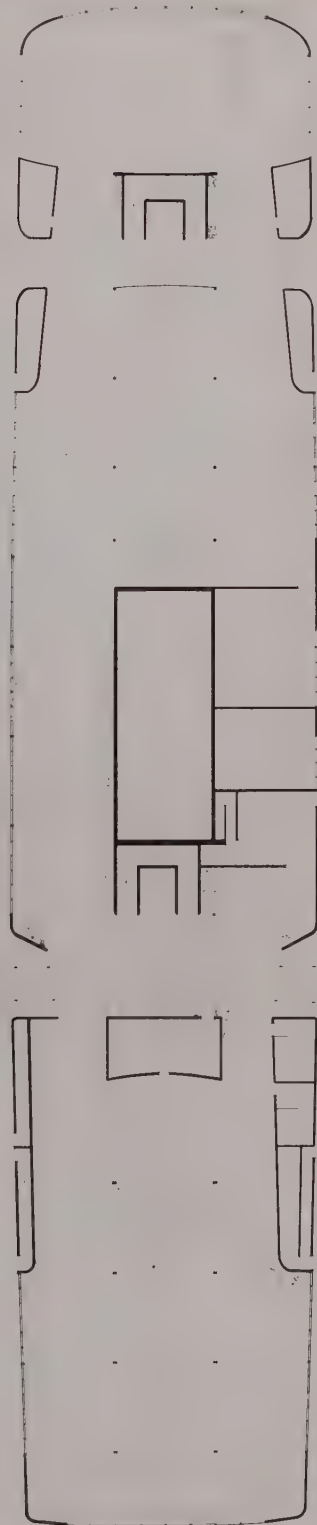


plan of house  
1944-45

2nd Medal

49  
1944-45  
Bureau Pacific  
Univ of Hawaii  
Honolulu  
Bureau  
Class A Prob 3





201 alle 100  
190-51  
50





PLAN — PROMENADE DECK — SCALE 1/8" = 1'-0"



PERSPECTIVE — SMOKE-STACK ROOM

PERSPECTIVE — MAIN LOUNGE

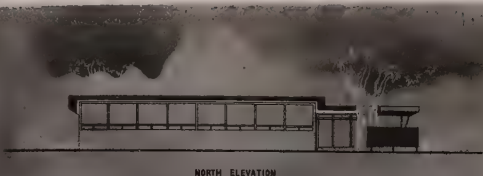






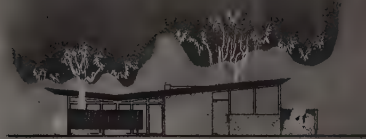






NORTH ELEVATION

# AN ARCHITECT'S OFFICE



EAST ELEVATION



PLOT PLAN



SOUTHWEST PERSPECTIVE



BIRD'S EYE PERSPECTIVE



WEST PERSPECTIVE

*1st Western Placed*

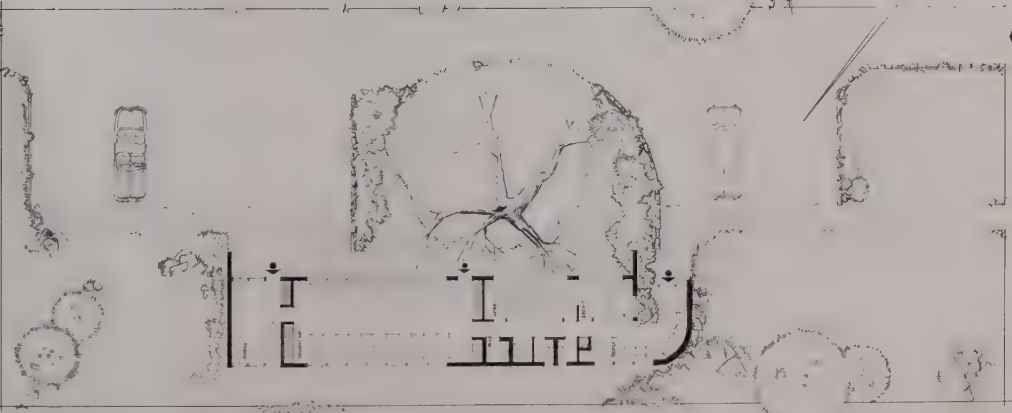
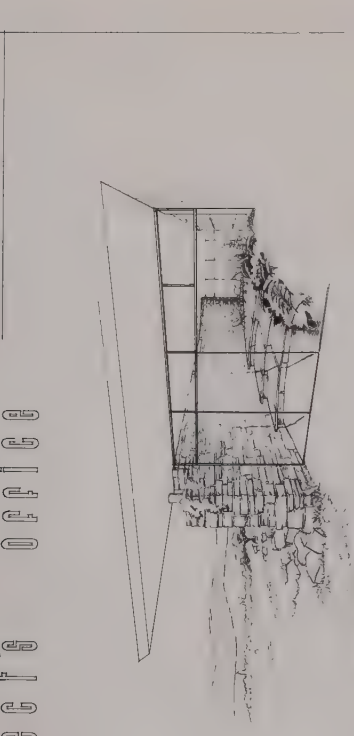
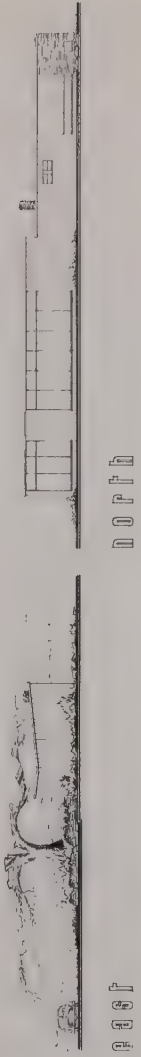
1950-51  
**53**

MARK A. NIEMAN  
UNIVERSITY OF WISCONSIN  
B.A. I.D. CLASS C  
MARCH 8, 1951

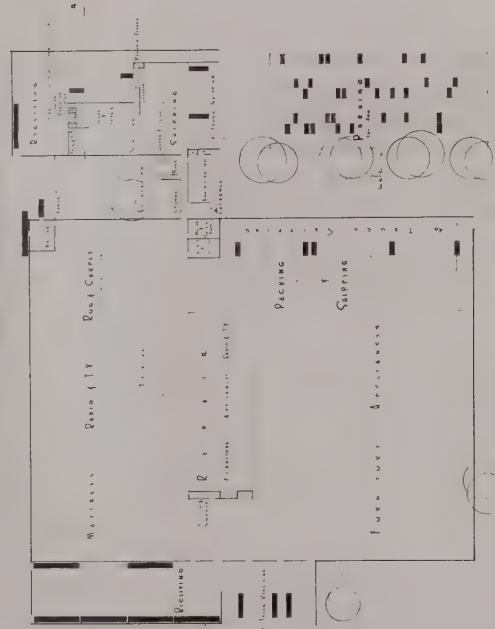




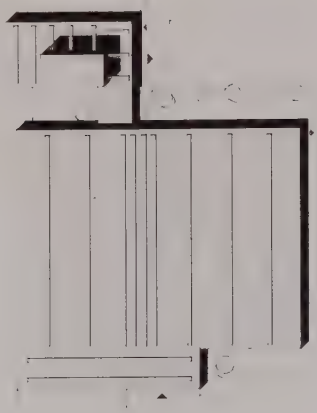
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100







FLOOR PLAN



FLOOR PLAN

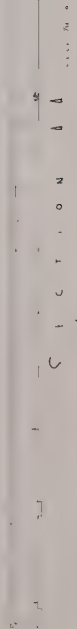


DISPENSER

TYPICAL DAY & SUNLIGHT DETAIL

# A WARDHOUSE FOR A APARTMENT STONE

ITEM	QTY	UNIT	PRICE	TOTAL
1. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
2. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
3. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
4. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
5. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
6. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
7. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
8. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
9. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
10. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
11. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
12. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
13. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
14. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
15. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
16. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
17. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
18. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
19. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
20. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
21. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
22. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
23. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
24. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
25. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
26. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
27. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
28. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
29. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
30. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
31. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
32. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
33. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
34. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
35. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
36. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
37. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
38. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
39. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
40. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
41. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
42. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
43. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
44. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
45. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
46. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
47. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
48. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
49. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
50. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
51. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
52. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
53. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
54. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
55. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
56. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
57. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
58. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
59. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
60. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
61. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
62. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
63. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
64. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
65. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
66. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
67. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
68. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
69. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
70. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
71. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
72. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
73. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
74. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
75. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
76. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
77. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
78. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
79. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
80. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
81. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
82. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
83. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
84. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
85. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
86. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
87. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
88. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
89. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
90. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
91. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
92. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
93. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
94. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
95. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
96. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
97. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
98. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
99. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00
100. 1/2" x 1/2" x 1/2"	1	EA	1.00	1.00

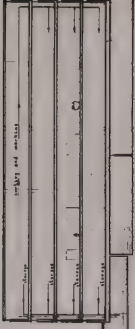


CROSS SECTION





trismak, frederic j.  
bald. b. 3  
university of illinois



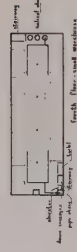
section aa  $\frac{1}{2} S_2 = 1' - 0''$

plot plan  $\frac{1}{4}'' = 1' - 0''$ 

typical bay section	% - i-o'



plan 1/2" = 1'-0"

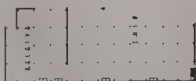
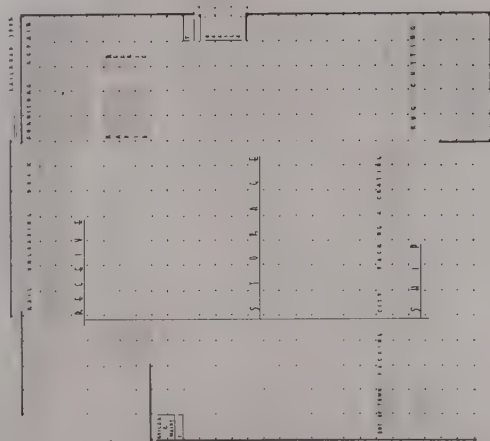


Archibald Fraser  
2nd Div 2172

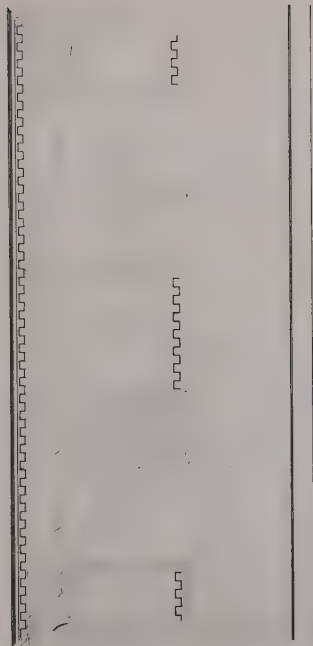
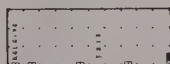
11. 11. 11.

56

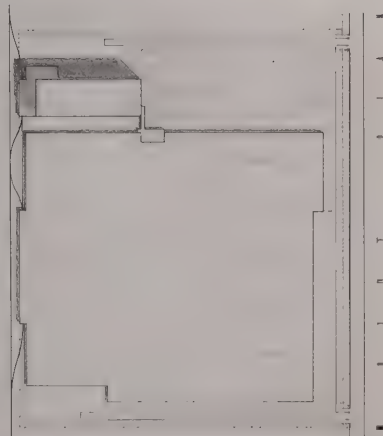




GROUP FLOOR



TYPICAL STUDY SECTION



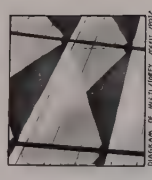
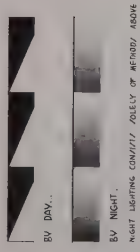




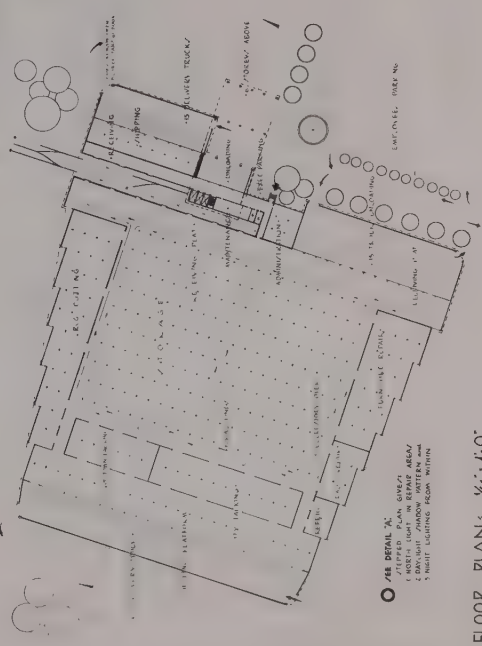


PLOT PLAN: 1/4" = 400'-0"

③ DIAGRAMATIC ELEV. DETAIL 1/8" = 4'-0"

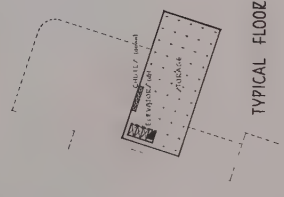


② PERSPECTIVE FROM HIGHWAY

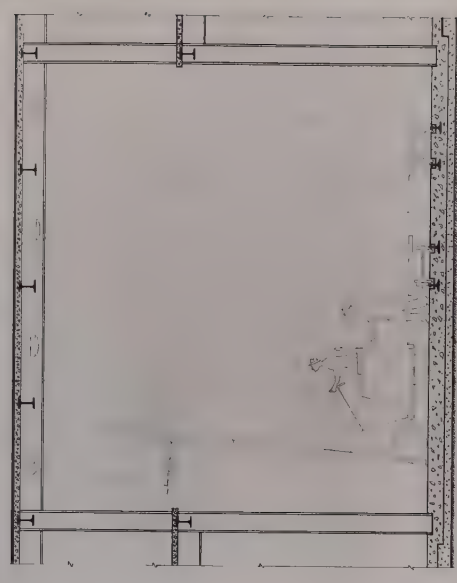


○ FLOOR DETAIL 1/8" = 4'-0"  
1. NORTH LIGHT IN REAR AREA  
2. NORTH LIGHT IN REAR AREA  
3. NORTH LIGHT IN REAR AREA  
4. NORTH LIGHT IN REAR AREA

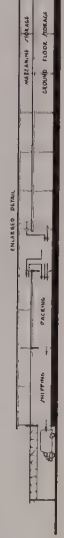
FLOOR PLAN: 1/8" = 4'-0"



TYPICAL FLOOR



1/8" = 4'-0" DETAIL of TYPICAL BAY



LONGITUDINAL SECTION: 1/8" = 4'-0"

UNIVERSITY OF MARYLAND  
ARCHITECTURAL DEPT.  
1150-57 CLAY ST. PROBLEM NO. 13  
PRINCETON UNIVERSITY  
MARCH 4th 1955  
EDWARD BRACAD REED



